ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.

DODWELL & Co., LIMITED, General Managers.

NEW SERIES No. 1858. 日五初月五年七十二結光

THURSDAY, JUNE, 20, 1901.

就十二月六英港香 四拜禮

THIRTY DOLLARS PER ANNUM.

# Banks.

JQKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880. CAPITAL PAID-UP CAPITAL UNCALLED..... RESERVE FUND ...... 8,310,000

THE

Head Office:-YUKOHAMA. Branches and Agencies. TOKIO. LONDON. NAGASAKI...

NEW YORK. LYONS. SAN FRANCISCO. HONOEULU. SHANGHAL ломвау, NEWCHWANG. TIENTSIN. LONDON BANKERS FEIE LONDON JOINT STÖCK BANK, LD.

PARŘS', BANK, LD. THE UNION BANK OF LUNDON, LD. HONGKONG BRANCH :-- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per.Annum on the Daily Balar .... On fixed deposits for 12 mg 3 3 per cent

TARO HODSUMI.

Hongkong, 17th April, 1901. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

RESERVE FUND .....£575,000 INTEREST ALLOWED on CURRENT ACCUUNT at the Rate of 2 per cent. per annum on the Daily Balances." On Fixed Deposits for 12 months... 4 per cent.

·p. Manager. Hongkong, 22nd May, 1901. THE NATIONAL BANK OF CHINA

LIMITED: Authorised Capital.....L1,000,000 HEAD OFFICE -HONGKONG.

Board of Directors :--Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. | J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR!

Interest for 12 months Fixed ...... 5 % Hongkong, 20th December, 1899. TONGKONG AND SHANGHAL BANKING CORPORATION. RESERVE FUND.

Sterling Reserve ..... \$10,000,000 } \$13,000,000 Reserve Liability of Proptors. \$10,000,000 COURT OF DIRECTORS: -- R. Shewan, Esq., Chairman.

Hon, J. J. BELL-IRVING, Deputy Chairman. A. Haupt, Esq. D. M. Moses, Esq. | N. A. Siebs, Esq. A. J. Raymond, Esq. | H. W. Slade, Esq. L. Richardson, Esq. | H. E. Tomkins, Esq.

Paul Witkowski, Esq. H. Schübart, Esq. CHEEF MANAGER: Hongkong-Sir THOMAS JACKSON. MANAGER

. Shanghai -- H. M. BEVIS, Esq. LUMBOR BASEFRS - LONDON AND COUNTY BANKING COMPANY, LIMITED. " (position of a Interest Allowed): On Coltrent Account at the rate of 2 per Cent. per Amum on the daily balance.

OS FIXED DEPOSITS: For 3 months, 24 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

Chief Manager. Hongkong, 4th June, 1901.

# HONGKONG SAVINGS BANK.

7711E Business of the above Bank is conducted by the HONGKONGAND SHANGHAI RANKING CORPORATION. Rules may be obnamed on application.

INTEREST on deposits is allowed at 31 PER CENT, per annum. Depositors may transfer at their option

balances of 5100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI HANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkong, 4th October, 1900.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL ..... 5,000,000 PAID-UP CAPITAL ..... 2,500,000 Head Office :- SHANGHAL Branches and Agencies.

CANTON. PEKING. PENANG. CHEFOO. CHINKIANG. SINGAPORE. CHUNKING. TIENTSIN. HANKOW.

HE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months. Hongkong, 1st January, 1901.

GREEN ISLAND CEMENT COMPANY,

## LIMITED. PORTLAND CEMENT.

\$5.50 P Cask of 375 lbs. Net ex Factory. \$3.30 # Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901.

# Mails.

ORIENTAL STEAM NAVIGATION COMPANY.

LONDON, &c..... Parramatta\*, R. T. Cook, R.N.R. ... Noon, 22nd June... Freight or Passage. SHANGHAI .....Sunda ......E. R. Dowell, R.N.R...About 22nd June... Freight or Passage. S'HAI & JAPAN ... Malacca .... E. G. Andrews ...... About 28th June ... Freight or Passage.

\* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 17th June, 1901.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

	(SUBJECT TO A	LTERATION.)
	Church to be	CARLES TANDE
•	SACIISEN	THURSDAY, 27th" June.
	KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
	BAYERN	THURSDAY, 25th July,
	STUTTGART	THURSDAY, 8th August.
è	KONIG ALBERT	THURSDAY, 22nd August.
	PRINZESS IRENE	THURSDAY, 5th Sentember.
	PRINZ HEINRICH	THURSDAY, 19th September.
	PREUSSEN	WEDNESDAY, 2nd October.
	HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October,
	SACHSEN	AVEDNESDAY, 30th October.
•	KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November,
	BAYERN	WEDNESDAY, 27th November,
	STUTTGART	WEDNESDAY, 11th December.
	KONIG ALBERTA	WEDNESDAY, 25th December.
	PRINZESS IRENE	WEDNESDAY, 8th January, 1902.
	PRINZ HEINRICH.	WEDNESDAY, 22nd January, 1902
	PREUSSEN	WEDNESDAY, 5th February, 1902
	HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 19th February, 1902
	SACHSEN	WEDNESDAY, 5th March, 1902.
_		and the control of th

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on TUESDAY, the 25th instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 26th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Linen can be washed on board.

Hongkong, 19th June, 1901.

MELCHERS & CO., . AGENTS.

# HONGKO

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

# CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

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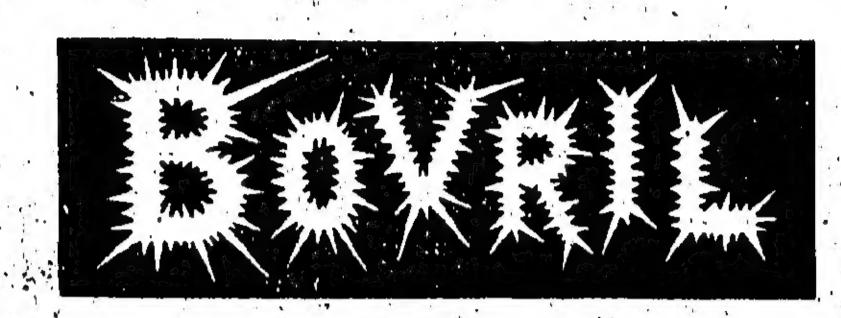
6 DOZ. PINTS

SOLE AGENTS: H. PRICE & Co., 12, QUEEN'S ROAD.

Hongkong, and May, 1901,

**Hutimations.** 

Boyril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength, To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY

# AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

# UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER. CHAMPAGNES.

Telephone

SUPPLIES OF THE FOLLOWING WELL KNOWN BRANDS.

JUST LANDED.

	6 Maganins.	z doz. bots.	a do	z. 36 b	ota.
Piper Heidsieck Gold Foil		44 /	· Y ·	47	
Giesler & Co	. 48	44		47	
Lanson Père et Fils		- 43		46	
Irroy Carte d'Or., Ex. Sec		38		41	1.0
Sole Avents I	or the above		•	. 17	

CALDBECK, MACGREGOR & Co., TUNING. WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 18th June, 1901,

# BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE: -43, SAKAMOTO-CHO, TORYO. LONDON OFFICE: -34, LIME STREET, E.C.

HONGKONG OFFICE: -- 6, ICE HOUSE STREET.

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BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Scoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh. &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers. SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

Hongkong, 25th May, 1901. PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE to SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, .

12th October, 1808.

E. WARREN, BUILDING CONTRACTOR No.,25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c.

THE BRITISH NORTH BORNEO CO. PPLICATIONS are invited for the A POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT

to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents. Hongkong, 26th January, 1901.

from whom terms may be learnt. Appointment

NOTICE.

Shanghai.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH-BORNEO GOVERN-MENT, Particulars of which may be seen at Messrs. GIBB, LIVINGSTON & CO.

Agents. Hongkong, 13th February, 1901. WATCH MANUFACTURERS,

ST. IMIER, SWITZERLAND. SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS:

STEAM FACTORY ESTABLISHED 1864.

SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, MAXIM, BERNA, &c. DEPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate. No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901.

# Intimations.

PEAK CLUB.

THE BAND of the SECOND BATTA-1. LION ROYAL WELSH FUSILIERS will play on SATURDAY, the 29th instant, instead of Saturday, the 22nd instant, as previously notified.

OSWALD D. THOMSON,

Hongkong, 19th June, 1901.

HONGKONG ELECTRIC COMPANY, LIMITED.

OTICE is hereby given that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12-15 P.M. for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Aud tors.
The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd instant, to the 6th July, both Days inclusive. By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., Agents. Hongkong, 19th June, 1901.

# EYE-SIGHT

Mr. N. LAZARUS, Occulist-Optician, of London, and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,

(R. HOUGHTON & Co.) (Nearly opposite the Hongkong Hotel). Business hours:-- 9 A.M. to 5 P.M.

GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Eye Strain ending in serious forms of disease. Glasses specially adapted in youth to those requiring them, save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indi-cate a deficiency in the form of the eye requir-

ing Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE.

THE PIANO CO., LIMITED.

BEST VALUE IN

MONTHLY PAYMENT SYSTEM.

Our Speciality.

INSTRUMENTS. STRINGS.

S U

Grand stock, reduced to clear.

Hongkong, 28th May, 1901.

A. LING & Co., FURNITURE STORE. (Next Door to Messrs. WATKINS & Co.)

Speciality: FOOCHOW LACQUER WARE. Hongkong, 18th June, 1901.

QUEEN'S ROAD CENTRAL.

# Potice of Firm.

NOTICE.

XIE have This Day authorized Mr. VV WILHELM NAGEL to SIGN our FIRM per Procuration. LEOPOLD SPATZ & CO. Hongkong, 17th June, 1901.

Unsurance.

# NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSSEN & Co.,

Hongleong, 28th May, 1805.

# To be Wet.

TO LET.

FOR Three Months, from 20th JUNE, a FURNISHED HOUSE at KOWLOON,

C/o This Office. Hongkong, 12th June, 1901.

TO LET.

HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HILL. Apply to THE HONGKONG LAND INVEST. MENT & AGENCY CO. LD. Hongkong, 1st May, root.

> TO LET. Possession April 1st.

STEWART TERRACE.

J. W. NOBLE. Hongkong, 6th March, 1901.

# To-day's Advertisements.

HONGKONG VOLUNTEER CORPS.

DY kind permission of Lieutenant Colonel Sir J. W. CARRINGTON, C.M.G., Commandant, Hongkong Volunteer Corps. A PROMENADE CONCERT will be held on the Volunteer Parade Ground, on WEDNESDAY, the 3rd July, in aid of the Corps Band Fund. .

ADMISSION \$1, Naval and Military in uniform

C. G. PRITCHARD, Captain R.G.A., - Adjutant, H.K.V.C. Hongkong, 20th June, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

 "HAITAN," Captain Roach, will be despatched for the above Ports, on SATURDAY, the 22nd instant,

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 20th June, 1901.

NOTICE TO CONSIGNEES:

S.S. "HEATHBURN," FROM NEW YORK, STRAITS AND

MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the the Hongkong and Kowloon' Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July, will be subject to rent. All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 1st July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED,

Hongkong, 20th June, 1901.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

NOTICE. "ONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. GEORGE ECKLEY,

Acting Agent. Hongkong, 20th June, 1901.

# For Sale.

FOR SALE, CHEAP.

COTTAGE PIANO by BORD, of PARIS Three years old, in Excellent Condition. .For Price, &c., apply to Hongkong, 27th May, 1901.

# Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

ÆRATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute pur-

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testi fied to by the best English makers.

A. S. WATSON & CO. LIMITED. THE HONGKONG DISPENSARY. Hongkong,

# (he Hongkong Celegruph

HONGKONG, THURSDAY, JUNE 20, 1901.

# REUTER'S TELEGRAMS. PARLIAMENT.

LONDON, June 18th. -Mr. Lloyd-George in the House of Commons, moved the adjournment of the House to discuss the subject of refugee camps in British South Africa. Sir Henry Campbell-Bannerman supported 'the motion, which | was rejected by 253 votes to 134.

The Liberal, Imperialists abstained from the voting. The minority included 54 Irish

# FRANCE AND THE CHINESE INDEMNITY QUESTION.

M: Delcassé informed the Cabinet ministers that he has definitely agreed to the Chinese indemnity question method of

# BIRTH OF A RUSSIAN PRINCESS.

The Empress of Russia has given birth to another daughter.

# BRITISH GUIANA.

# SIR J. A. SWETTENHAM APPOINTED COVERNOR.

Sir J. A. Swettenham K.C.M.G., Colonial Secretary, Straits Settlements, has been appointed Governor of British Guiana.

# THE CIVIL LIST.

The House of Commons has passed the Civil List.

WEATHER REPORT

The Observatory report says: fallen on the E. coast of China, and is little changed elsewhere. The depression, still lies over the E. coast. Gradients moderate with strong S. monsoon in S. China and the N. part S.W. winds; squally, showery.

# LOCAL AND GENERAL.

PARCELS Mails for Europe per s.s. Parramatta will close at 3 p.m. on Friday, the 21st inst.

THE birth of twin sons to Princess Frederick Charles of Hesse is an event of extraordinary interest to the House of Hohenzollern. The Princess had previously given birth to twins, and as she has two other sons she is now, like the Emperor, the happy parent of six future defenders of the Fatherland.

THE ROBINSON PIANO CO. WE shall be obliged if any subscriber or receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

> SHANGHAI papers to hand report the suicide of Mr. F. Schüttel, on the morning of the 14th inst. It is stated that he had been summoned to appear before the German Court to answer to a charge of embezzlement. The deceased was Secretary of the Club Concordia. He shot himself through the heart with a revolver, and death was instantaneous.

ON Tuesday last when the s.s. Hankow was passing the first barrier before reaching Whampon, on the front reach, a large dragon boat, manned by about 130 men; got in the wash of the steamer and capsized. About sixty were drowned and forty bodies have already been recovered. This will, no doubt, act as a damper to to-day's dragon festivities,

THE China Gazette understands from private sources that in addition to the two cases of plague on the Empress of China, already published, the Japanese quarantine officials found the dead body of a Chinaman whilst fumigating. the vessel. The body had been concealed by his fellow-passengers, and it was afterwards discovered that the man died of plague.

THE Paris Figuro publishes an article dealing with the attitude of the Australian Commonwealth towards the French and German possessions in the Pacific. It declares that France and Germany must defend their Pacific possessions against the disquieting covetousness of the Commonwealth. In conclusion, it says: "France ought to watch the early acts of the Australian Republic vigilantly, impartially, and benevolently."

WE would call the attention of our readers to the offer of a prize of fifty dollars made in our leader column of the 11th instant. As will be seen. the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Atticles should not exceed two thousand words in length; they must be written on one side of the paper only. and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be address-

> The Editor, "Hongkong Telegraph,"

50. Queen's Road Centrals

A TRAMWAY scheme has been proposed for I detective was in the room on the 24th. the French Settlement at Shanghai. Steam i suggested as the motive power, on a plan known as "Purrey's System," which has been very successful in Paris.

THE striking off of the large stock of rupees, ordered by the Indian Government is now nearly complete at the Bombay and Calcutta Mints, and the minting of British dollars wil now be resumed at the usual rate. No steps are being taken, at present, for the coinage of sovereigns in India.

INDIAN comporaries contain notices of an Jewell Bennett, who has just retired from the editorship of the Times of India. Mr. Bennett, who has seen seventeen years' service in India, was first connected with the Bombay Gazetta and had been for nine years editor, and part proprietor of the Times of India,

A SOLDIER of the Black Watch, while passing a private of the Bushmen, stepped heavily, and perhaps intentionally, upon the foot of the latter. Up sprang the 'Bushie.' You stepped on\_my\_foot, he hissed menacingly. 'Well, said the Highlander, apologetically 'I did ma best tae leap over it, but a Hielan mon is, onl human. I'm nae a kangaroo!' A fierce battle immediately ensued

THE Japan Times states that sixteen head of pigs bought in England by the Formosan Governor-General's Office for the purpose of improving the pigs of the island having arrived there, they are temporarily kept in the Taihoku Experimental Farm. They are to be distributed among the three Experimental Farms now existing in Tailtoku, in addition to 30 head kept hitherto in those establishments.

WE regret to hear, says the New Press of the 15th inst., that there are a few cases of small pox in the Settlement, two or three being located in Fukien Road and thereabout, so it is said. If this is true we trust the Shanghai | came in with the detective. authorities will put forth vigorous efforts to stamp out this frightfully infectious disease. All cases should be removed from private, dwellings and segregated, while all houses infected' should be thoroughly cleansed and disinfected. We would suggest a house-to-house search for cases.

On the 20th at 12.10 p.m. the barometer has | Sport & Gossip, Shanghai, says :- When a. vacancy occurs in an establishment here, either from death or any other cause, there are as a rule some dozens of applications for the billet, but I should hardly think this now the case as of the China Sea. Forecast: Strong to fresh regards the secretaryship of the German Club, for since 1887 five secretaries have been accused. of embezzlement and suicide or attempted suicide. Two drowned themselves, one poisoned -himself, one attempted to shoot himself, and Mr. Schüttel on Friday last not only made the attempt but was successful.

> IT is now reported, says a recent Kokumin given to the complainant. Shimbun, that the Japanese Government recently expressed its view, with regard to the Chinese indemnity question, in favour of the British plan. As we have often stated in these columns, however, the British plan, pure andsimple, will practically result in cutting down our claims. As our claims presented to China are strictly the actual damages we have suffered, any reduction thereof will leave us in so much of loss. We therefore believe that th Government's consent was made dependent on some conditions. What those conditions were we are not yet fully informed.

# LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice.)

June 20th.

THE ALLEGED BRIBERY CASE. Heung Yeung Chang sworn in, gave his evidence, through an interpreter. I am a rent

collector in the employ of the complainant. I live in Wanchai and go to 9 Old Bailey from 9 a.m. to to p.m. I saw the defendant on the 24th April for the first time at 9 Old Bailey. went to work as usual, there was a Chinese constable in the room that morning. The room we were in is on the second floor next the verandah. The prosecutor came in about 10.15 a.m. About 10.45 the defendant came The prosecutor and defendant went and had a look round the rooms and then came back to the sitting room and sat down. The defendant started speaking in English. I understood him. I overheard the conversation and understood they were talking about 31, Hollywood Road. The defendant said "Your house, the wall is right, the roof is runed." He asked my master for a pencil and paper. He then drew a sketch. I heard the defendant say "your wall is right, your roof is ruined; suppose you pull the whole wall down and take the whole roof off, it will cost you about \$800. If you do as ! have drawn you can do the work for \$40. Now I charge you \$100." My master said, he was charging too much. He could not pay \$100, he said he would pay the defendant \$30 and afterwards said \$35; he took some bank notes out of his pocket and laid them on the table, took back one and gave the rest to the defendant, passing them round the corner of the press. table; the complainant said "You must not give me any more trouble now." The defendant said "No." The witness described how the defendant. put the notes into his pocket, drank some whisky and soda and then walked on the verandah and said "Whats that," whats that?" He came back and spoke to his master about not playing him any tricks and after some further unimportant conversation went away.

Cross-examined by Mr. J. J. Francis, K. C .:-My master did speak to me about the way he had been questioned; he said he felt very tired after it. My master did not tell me to say how the money was passed, i.e. round the table, not under it. I was not asked at the Magistracy how I heard what passed on the verandah. I am now giving the fullest details. I have no friends in court. I have spoken to no one about the case. I was a year in the Wanchai. school and won prizes. I told the Magistrate I lived in the day time in No. 9 Old Bailey, not master did not tell me. If my master said he had

consulted me it was a lie. The evidence of the complainant given the day before was read, i.e. that he had consulted the

Witness: I came to know of the matter on the morning of the 24th about 9 a.m. My master said to me "I am bringing an European to the office to-day, belonging to the Public Works Department, named Crisp. He has tried to get money from me, and when he comes you must pay attention to what passes," I did not write it down. That is all my master said to me. had heard of the defendant trying to get money from my master. My master said nothing to me on receipt of the notice about No. 31 house. I stayed at my desk working when appreciative character regarding Mr. Thomas the defendant and complainant went down stairs. I saw the defendant arrested. I went out with them and then returned to my desk. I did not go downstairs. I went to the head of the stairs and could see straight down to the street and saw the arrest. I could not see the defendant's face when we were all in the room. I was sitting half behind him, I saw him take a pocket book out. I have not said so before. I saw him put the notes into his pocket book and put them into his pocket. saw the notes clearly, but not the pocket book, I might have made a mistake in my evidence,

I would not tell a lie. His Lordship told the witness to write down the first two or three sentences of the conversation between the complainant and the defendant, that he heard. After doing so the paper was handed to His Lordship and then to Counsel and the jury.

By his Lordship.-I had been rent collecting about a month for the complainant, I had no previous dealings with him, we were school mates at a Chinese school. My wages were .\$15 a month. I was about 14 years old when we were school mates. I have known Li Kai since I have been in the service of my master. I have seen him daily at his shop. We are friends. Li Kai has never said anything particular about this case. He once handed me a notice and said something about the ease. handed the notice to my employer. The detective was at 9 Old Bailey on the 23rd in the afternoon shortly after 12 and went away about 5 p.m. My master brought him. I was in the room with him all the time. I knew on that day that he was there about an officer of the Public Works Department who wanted to extort money. My master told me when he

Questioned. Did you not say you only knew of this case when you went to work on the morning of the 24th?

Witness. I made a mistake. I forgot to say was told on the 23rd.

I am still in the employ of my master. Cheung Tung, detective sergeant 292, said he went to No. 9 Old Bailey on the 23rd and 24th April to the second floor. He went at 9 a.m. on the 24th. He sat down in the sitting room and at 10.45 the complainant and defendcame in. They had some conversation together, he remaining in the room. He could make out pretty well what they were saying. He saw the \$40.00 paid and defendant go away. He followed about 10 ft. behind him and saw him arrested by Detective Inspector

Cross examined by Mr. J. J. Francis, K.C.-The main fact elicited was that it was impossible for anyone standing at the top of the stairs to view the arrest made by Detective Inspector Hansen.

Mr. H. P. Tooker, executive Engineer of the Public Works Department, sworn in, gave evidence as to the notices served and plan

The letter from Messrs. Leigh and Orange was put in and proved. The witness, continuing, said a joint inspec-

tion was arranged between Mr. Chatham, Mr. Leigh and myself. We went together to inspect on the 4th April. We did not inspect the roof. We could not see any defects in the roof, but we did in the wall. The defendant was not present at that insecption.

The defendant reported again on the 12th that the roof was not safe and was a danger to the public. I told the defendant the decision arrived at, and that the Director of Public Works had decided what was to be done and that he need not interfere further. I do not know why the Defendant further examined the building The court was here adjourned till 2 p.m.

After further evidence the witness said. The defendant said to me, the Cheung Sung Kiu has been offering me some cigars. I said he must be very careful; the defendant said he had been 9 years in London exposed to temptations of that sort and that he had-never accepted a bribe from anyone. He said " If Cheung Sung Kiu continues to offer me bribes, I will make an example of him." That was the substance of what the defendant said; the defendant only mentioned cigars as being offered him. He' mentioned no dates.

A number of letters referring to the case were then read The witness continuing: There was a summons taken out against Cheung Shung Kiu on the 25th April subsequent to the arrest of the defendant. I saw the complainant at the Public Works office on the morning of the 24th. He spoke to the defendant. I was sitting at my table; the defendant was standing up. The defendant said to me "Cheung Sung Kin wants me to show him on the ground what should be done to 31 Hollywood Road." He said "my duties take me along Hollywood Road this morning" may I go to him? I can describe on the ground what is better to be done, I said "yes." They then

left, it was about 10.30 a.m. I think it would have cost Cheung Sung Kin about \$1,000 to have complied with Mr. Chatham's order to rebuild the wall. I expected the roof to be thoroughly repaired. To put in the tie rods and plates and timber would have

cost about \$300. To pull down the wall and rebuild would

have cost about \$1,000. If the tiles had been taken off and new timbers put in it would have been safe, but not altogether satisfactory in my opinion. If the defendant had reported me that No. 31 had been made alright, I should still have gone and seen it myself. I myself went to inspect the wall at No. 27 after the defendant had reported the wall out of plumb.

The cross-examination of the witness by Mr. J. J. Francis was proceeding on our going to

# AT THE MAGISTRACY.

A GAMBLERS WATCHMAN. For unlawfully acting as watchman to street gamblers, Wong Kat was fined \$10 or fourteen days' hard labour. He chose the latter.

# UNLAWFUL POSSESSION.

Chin Tak not only had a ricksha which had not been lawfully obtained but plied the same for hire. He was fined twenty dollars or five weeks' hard labour, and, chose the latter.

SANITARY PROSECUTIONS. Sahitary Inspector G. Hogarth had a large, batch of summonses on hand for various breaches of the Sanitary bye-laws and obtained 57,174

## My SEIZURE OF A FRENCH LAUNCH BY THE CUSTOM'S AUTHORITIES AT CANTON.

(From Our Special Correspondent). The adjourned investigation into the seizure of the French launch Sang Li by the Custom's authorities was continued at the Custom House, Canton, at half-past-ten, this (Wednesday) morning, before Messrs. Lee Che and Kao Koon Lan, the Hoppo's Wei Ynen's A. F. Mons. Hardouin, French Consul at Canton. At the opening of the Court, Mr. Piry produced Messrs. H. Piry and Company, of the steam launch On Wo.

a document he had received from the Harbour Master at Hongkong stating that on the 22nd January last-one day after the date of the: above deed of Sale-the launch On Ho was sold by Fung Kee to Chou Chu Hong of 32 Bonham Strand, Hongkong, and that on the 15th of April the name of the launch was changed to Sang Li and same owner's name declared on the register. He further stated that no application had been received by him to register Mr. Piry's name as the owner of the

The French Consul rather indignantly remarked that on Saturday last, all that the Court required was a deed of sale of the launch to Mr. Piry. That deed was now produced and yet the Commissioner was not satisfied. What more did he want? He could not see what more was required. He still claimed the launch was owned by a French subject, and was himself | Chefoo and transformed into a temporary gunperfectly satisfied with the papers produced and must recognise the launch as under the French stag. He asked Mr. Carl, the Commissioner of Customs at Lappa; to produce and read the register of the vessel given by the French Authorities at Kwang-chou-wan.

This document was read and at the conclusion the French Consul insisted that it was conclusive evidence, in his opinion, of the nationality and ownership of the vessel, and he would on no account waive his opinion. He also refused to sit on the Bench and hear the evidence, unless this was admitted by the Court, and thought it would be much better to refer the question of ownership to the superior authorities at Pekin, because if the vessel was subsequently proved to be Chinese, his sitting on the Bench would be illegal, and he therefore distinctly declined to hear any evidence, until the owner ship was satisfactorily established.

Mr. A. F. Morgan, the Commissioner, still maintaining the vessel was Chinese owned, it was finally decided to again postpone the case, until a decision had been received from Pekin. establishing the ownership.

Mr. Piry applied to have the launch released in the meantime as it would take a long time to receive a reply from Pekin, and if the launch was kept idle all the time, he should certainly claim heavy damages from the Customs.

The Commissioner read the clause in the treaty concerning this matter and said that Mr. Piry or the French Consul would give bonds to the full value of vessel and cargo, she might be released This not appearing satisfactory to either Mr.

Piry or the French Consul, the launch will be detained pending the conclusion of the investi-The French Consul asked to be informed ! as to the mode of procedure with regard to

Master's office at Hongkong. The Commissioner then called Mr. L. A. Byworth (Harbour Master at Canton) who stated that he knew that it was not only necessary, but imperative, that both parties concerned-i.e. seller and buyer-should attend in person before the Harbour Master at Hong-

kong, and make a declaration as to the actual ownership of the vessel in question. The French Consul remarked that any name could be given in as owner. Mr. Byworth in reply said, that if everything was in order and aboveboard, there would be

no occasion for anyone to make a false declaration as to ownership. Mr. Piry, interjecting, "We have not made i false declaration." Mr. Byworth-"I am speaking generally-1

# The proceedings then terminated. THE JELEBU MINING AND TRADING CO., LIMITED.

am not referring to your case in particular."

The following is the Rin Lode Mining report for the month ending May, 1901. During the month a great deal of work has been done on the No. 2. lode, but with not very good results, the only place at present carrying a fair body of stone being opposite the Kong-

see, a cro-scut having been put in 60 ft., struck

the reef, which has been driven on 100 ft., on

stone averaging 2 ft. 6 in. of fair quality. LUKE'S LODE: This lode has run into very hard country, and being very small, this work has been stopped

NO. I LODE ABOVE ADIT LEVEL. This lode has been driven on 100 ft., lode ft. thick of poor quality:

NO. 2 LODE ABOVE ADIT. Stoping is being carried on over the mine level on stone of poor quality,

NO. 3 LODE. A drive has been started on this lode behind he winding engine shed on 1 ft. of good stone, it has gone smaller since driving on it, but as we are going into the hill, it may probably open out again.

A crosscut has also been started in the main shaft at the adit level, to cut the No. 3 lode, which I expect to strike at 110 ft. GLAMI LODE. BOTTOM LEVEL.

This has been driven 126 ft. total distance 536 ft. reef averaging 2 ft. 6. in. to 4 ft. of fair quality stone; 2 winzes have been sunk on the lode; this bottom level has now proved that the lode runs right through from the Glami Valley to the Rin Valley, and that the lode averages a greater size the deeper we go; and as soon as possible a main shaft will be commenced on it.

A winding engine has been erected, and will be going in the beginning of the month, though it will take a little time to get everything in order, as the workings in the main shaft have been idle for over 14 months.

We have a good supply in hand, and a good number of coolies cutting.

DATTERY. This has been running 27 days. Ten heads 9 days, 15 heads 3 days, and 20 heads 15 days, crushing 850 tons of stone for 10 tons, 10 cwts. 3 quarters of tin oxide

GENERAL REMARKS. During the month a lot of coolie labour has come in, so that when the main shaft is cleaned out, I hope to have enough men to be able to sink, and also keep the present drives going. The health of the camp has improved a lot Paotingfu to disperse the Boxers gathered in since last report. Expenses during the month, that vicinity, but up to the present the Imperial

that I elept there. I did not know why the a number of convictions. The European staff are all in good health in Principles of the European staff are all in good health.

# AND ITS PUNISHMENT AT CHEFOO.

Owing to the Boxer troubles in the North of China, piracy has reached such a pitch in the Gulf of Pei Chili and especially near Yang Kin Kau at the mouth of the Hsin Hoang Ho, that native merchants became afraid to send their cargo in junks along the coast for distribution at the various ports; and at one time no less than 89 junks laden with Kerosine oil bought from the branch house of the Standard Oil Co. Morgan, Esq., Commissioner of Customs, and in Chefoo by native merchants, were detained in the harbour.

The agent of the above named Company of documents, purporting to establish his claim to this port, Mr. Burton F. Kreyer, on receiving the ownership of the launch Sang Li, late complaints from his native customers that no On Wo. These papers were carefully perused; steps had been taken by the Tao Tai to put a by the Court. One of the documents was a stop to piracy, applied to Mr. John Fowler, deed of sale executed at the French Consulate, U. S. Consul at Cheson for assistance, as the Hongkong, on the 21st January last, from a prevailing circumstances threatened to paralyze Chinaman named Fung Kee of Hongkong to | the oil trade. Mr. Fowler telegraphed at once to the Governor of the Province of Shantung his grievance, and received the reply that in-The Commissioner then produced and read structions had been wired to the Tao Tai at Cheson to man and equip the s.s. Chen Hai, an old wooden gunboat built in the seventies at Fouchow, and send her in persuit of the pirates. During the absence of the s.s. Chen Hai

precautions were taken against sudden attack by pirates, and camps of Chinese soldiers were formed along the East Beach to protect the foreign settlement. It was reported that several junks entered the harbour, but on perceiving the nature of the reception prepared for them. speedily retreated. The s.s. Chen Hai had been away for

about fortnight when she returned to port with 4 junks in tow on the morning of the 26th May. The following is a translation of the Chinese statement made by Capt. Wong of the s.s. Chen Har:-"Co the morning of the 25th, May 1901, the

s.s. Chen Hai chartered by the Tao Tai of boat, being ordered to patrol the coast and put down piracy, sighted off Yong Kia Kau a small fishing boat. Having come alongside, the fishermen begged for food and water and reported that they had been robbed of all provisions etc., by a fleet of pirate junks, who were then pursuing several fishing junks in the distance.

The s.s. Chen Hai at once proceeded in the direction given and sighted 8 junks, and the crew also heard firing from which they concluded that these must be the pirates in question. Four of the junks on seeing the smoke of the approaching steamer sailed towards the s.s. Chen Hai, whereas the other 4 scattered.

The 4 approaching junks were manned by fishermen who had been attacked and were asked to anchor whilst the s.s. Chen Hai went in pursuit of the pirates. Three of the hostile junks were captured without firing a shot, but the 4th, the largest, proved to be more aggressive and opened fire on the s.s. Chen Har with jingals and rifles. This failing to be of any use the pirates were advised by the head junkman to hide in the hold and he would try and persuade the Capt. of the s.s. Chen Hai to believe that he was an honest trader. The Capt. of the s.s. Chen Hai, however, told them to send their crew on board of his vessel whilst the junk was being searched. The head junkman stated that the junks crew consisted of 13 men, but in the meantime '14' men had boarded the s.s. Chen Hai, whereupon the head junkman informed the Capt. that the 14th man was the pirate chief, which he dare not say before he had gained protection. The Capt, of the s.s. Chen Hai was also warned against boarding the junk as thele were still a number of pirates concealed in the hold who were well equipped. Acting on this information the s.s. Chen Hai opened fire on the junk, one 4lb. change of ownership of a launch in the Harbour | shell killing 3 men. The gunboat's crew then boarded the junk and fired on the pirates in the hold, who surrendered, were bound and brought on to Chefoo. The pirate chief, whilst being placed into one of the sampans to be brought ashore, jumped overboard and was shot through the head whilst in the water."

Thousands of Chinese crowded the Customse Jetty to witness the transportation of the pirates from the gunboat to the Tao Tai's Yamen, Three of the prisoners who were severely wounded and have since succumbed, were carried in baskets suspended by ropes from a pole which rested on the shoulders of two coolies. The rest had their hands and feet tied together at-their backs, a pole being passed between arms and legs and each carried by two coolies like pigs to market. Of the 32 pirates, 11 confessed at the trial to having plundered junks and killed the inmates, and one small boy, 16 years old,

bragged of having killed 27 persons. At 6 o'clock on the morning of the 28th May a large crowd of Chinese had assembled on the Old Customs Jetty to see the execution of 11 pirates, a ghastly spectacle, witnessed by the writer. There being no public executioner in Chefoo, (nearly all executions taking place at Fu Shan Hsien, the chief town of the district to which Chefoo belongs) ordinary cattle butchers were hired to perform this iduty, and were so excited by the excessive indulgence in samshu (native wine made from millet) that only one man's head was lopped off at the first blow, all the others receiving five or six hacks with the sword, which being of very poor material was badly bent and 'dented. When the execution, which took about ten minutes to perform, was over, the executioners and guard retired and the corpses were left to public view till noon, when the trunks were removed for burial and the heads put in lime, covered over with mats and left on the place of execution. On the following day they were placed in wooden cages and exhibited as a warning to all evil doers.

# THE RETURN OF THE CHINESE COURT.

SHANGHAI, June 15th. The local native officials have received news from the Court at Hsianfu to the effect that in conformity with the request of the two Chinese peace commissioners, the Emperor has appointed two Chinese and two Manchu high

an estimate of the repairs to the roads which the court on its return has to traverse and topersonally superintend the road repairing party. It is understood that the Emperor has commanded these ministers to make the expenses as little as possible and to make away with the

ministers (Chang Pie-hsi, Kweichun, Ching-

feng and Chen Kwei-lung) to carefully make

"squeezing habit." THE EXILE OF GUILTY OFFICIALS. With reference to the guilty ministers such as Bao Chalin (ex Taotai of Chüchow, Chekiang), Lung Wen (expresect of Heng-chow fu, Hunan), Ching Cheong (Deputy Military Governor of Moukden) etc., etc., who have been sentenced to be exiled to the frontier for allowing massacres of missionaries the Board of Punishments has received an order from the Emperor to send these guilty officials to the respective places where they are to go in exile. As regards Liu Shu Tong (former Governor of Chekiang), he is lucky that he is simply ordered home in Hunan, where he is placed under

official surveillance. IMPERIAL TROOPS DEFEATED. Fifteen thousand Chinese troops, under General Lumwere despatched to the north of troops have been defeated sepeatedly.-- New

# THE PLAGUE.

Number of cases reported (Chinese......1,300 up till noon of the 19th Other Asiatics 43 June, 1901 ...... (Europeans .....23 Number of cases reported Chinese ......20 during the past 24 hours | Other Asiatics 1 |

Total number of cases reported to date 1,387 | Sir Thomas Lipton himself. After seeing hi

Total number of deaths recorded to date 1,314 Since noon on Saturday last the cases and deaths are :--

Casus Chinese ......110 Other Asiatics ..... 6 European ...... 2 Total ..... 118 Beaths Chinese ...... 105 Other Asiatics Europeans ..... 3 .. Total The plague returns for last week were :-Gases......151 The returns for both June, 1894, were :-

Deaths in previous 24 hours ..... 43 The European plague patients now in hospital are all reported to be doing well and no

further cases are reported

New cases in previous 24 hours... 29

To-morrow morning the Sanitary Authorities intend to commence disinfecting the whole of the houses in No. '5 Health District. We are informed, however, that the Chinese have go wind of the affair and have carted away the whole of their belongings, so that the aim of the Sanitary Authorities will be defeated.

## NEWS FROM ABROAD ABOUT OURSELVES

"My brother from Hongkong," said Quong Tart to a Sydney Morning Herald reporter, as he introduced his companion, a gentleman of soldierly bearing and massive build for a Chinaman, and a striking physical contrast to his relative:

Quong Yen, for that is the gentleman's name, is one of the most prominent Chinamen in Hongkong, and ranks as a fifth mandarin.

"That is the same rank as yourself?" inquired the reporter of Ouong Tant. Mr Tart explained that while the rank was hominally the same, he himself stood, in a sense, a little higher than his brother. His distinction, having been conferred on him as a Chinaman abroad, shines a little more brightly than the local distinction.

"You mean that you fly a few more feathers?" ". That's it. He is what you call four and three-quarters," smilingly added the illustrious Q.T., as he pointed to his brother.

Quong Yen is a merchant at Hongkong, and also represents his Sydney brother. Having been on the sick list for some time, he decided to recruit himself by visiting Australia and renewing his acquaintance with his brother's family. This is really his third visit to New South Wales. The last occasion was while not think everything was perfectly safe you Sir George Dibbs was in power, and he has may be sure I would never have invited his pleasant recollections of his introduction to Majesty." the stalwart, genial Premier. He expects to remain about three months.

Quong Yen is a member of the distinguished Chinese Council at Hongkong. This council is composed of to Chinamen, selected for their high character and social position out of some 60 or 70. He owes his nomination to Mr. ] H. Stewart-Lockhart (Colonial Secretary), who before leaving on a recent trip to Europe recommended him for the appointment to the Acting Colonial Secretary (Mr. E. H. May, C.M.G.) He had also the support of such distinguished Chinamen as Dr. Ho Kai, M.L.C. (a barrister-at-law and doctor of medicine). Mr. Fung Wah Chun (director of the Imperial Bank of China), and Mr. Wei A Yuk, M.L.C. (director of the Mercantile Bank of India, Limited).

This council is a sort of judiciary hody, acting in concert with the Registrar-General. They take evidence and report their findings to that official. Quong Yen has acted as chairman of the council during most of the time since his appointment. Explaining the work of this council through his brother, who acted as interpreter, he said that it had been the means of preventing many troubles among the Chinese, and of rescuing thousands of young girls from being decoyed and trapped into immorality. The council stands for justice and fair play, and is anxious to right the wrongs of all unfortunate Chinese in distress. Vessels are watched and inspected as a preventive against kidnapping. It deals severely with all forms of blackmail. Some idea of the magnitude of its operations may be gathered from the fact that the council sits five nights a week, and deals with an average of five or six cases daily. On Sundays, between the hours of 11 and 1, the members make an inspection of the premises, the officials, and the persons waiting for their cases to be considered, to ascertain if there are any grounds for

The council was initiated by Mr. Stewart Lockhart, who sat up from a sick bed to write ous metal was found in particles embedded in Quong Yen a letter of high recommendation soft friable stone under a bed of sand and grabefore he sailed for Sydney. The Colonial Secretary is described by Quong Yen as a Chinese scholar, and a true friend of the Chi- representative, were unanimous in the opinion nese. The poorest coolie receives his courteous | that there is nothing in the strata of the neighattention along with the highest in the social bourhood to indicate the presence of auriferous scale. Quong Tart endorsed this testimony deposits. Though compelled to admit that gold from his own personal knowledge, and added had actually been found, they were at a loss to that Mr. Stewart Lockhart speaks Chinese more explain its presence, and could only look upon fluently and correctly than any European he | it as some freak of nature. has ever met. The Governor of Hongkong; Sir Henry Blake, Quong Yen also wished it to of local historical and antiquarian interest gave he known, was a true English gentleman.

The war, it was mentioned, has caused a big most feasible yet put forward. rise in China silk and tea, and, in fact, almost. every other article of trade. The immediate effects of the war were not felt at Hongkong, imported several cargoes of ballast, in which but as an evidence of the confidence which the gold was found, and out of which he made a Chinese have in the British, Quong Yen stated that directly the news of the downfall of Tientsin came south, all the merchants sought refuge in Hongkong. The reason why the Bri- in the neighbourhood where the recent distish get along so well with the Chinese, he says, coveries have been made, and it is conjectured is that the two nationalities know each other that it is this ballast which is now being unbetter through trade intercourse, and the Chi- earthed. nese have learned to trust them.

is a soldier. He received his military training have been extracted from the quartz, but decoration of the Queen's statue in Hongkong metal would be found in payable quantities.". with wreaths by the Chinese when the fact of Meantime specimens of the quartizer are her Majesty's death became known eagerly sought after as curios horse is a creature to excite admiration. And horse is a creature to excite admiration. And her Majesty's death became known.

# DETAILS OF THE "SHAMROCK" DISASTER.

(American Mail Cable.)

Circumstances have reduced Shamrock II to pitiful sparless wreck. She now lies of The story of the catastrophe is best told b

royal guest off for London, Sir Thomas gave the Number of deaths reported (Chinese ..... 1,258 | following interview to a press representative : up till noon of the 19th Other Asiatics 29 "We had just begun to make for the starting June, 1901"...... (Europeans ..... 9 line when a fierce breeze sprang up. King during the past 24 hours Europeans..... o on deck, hanging on as best we might, for the challenger was almost at an angle of forty-five degrees. The King started to the bow. Just as he did so everything collapsed. A heavi block fell between the two ladies and a wire 'rope struck me on the head and momentarily stunned me? A sudden squall, an unexpected strain, and everything had given away. King Edward was half in and half out of the companion hatchway. What happened, how all the falling spars and a sweeping sail did not kill or sweep some one overboard is more than I know. When I came to I saw the King clambering off the wreckage, trying to discover the extent of the damage and asking, 'Is any one hurt?"

The reporter further learned that Si Thomas' first utterance on coming to was this ardent adjuration to Mr. Watson: "Telegraph for more spars. We have got to sail on August 12th, and this boat has got to do it."

When the distinguished participators in the mishap had been safely transferred to the Evin, the King's first remark was, "When shall we sail again, Lipton?" and before his Majesty started for London his last words to Sir Thomas were: "When you next sail. am going with you.". In fact, the ruler of the British empire seemed keenly to enjoy the unusal spice of danger into which his love of sport had led him.

Watson and Jameson, especially the former are very downcast, and absolutely refused to say anything. Watson, indeed, is so chagrined that he could scarcely talk to his most inflimate friends, and until after dinner on board the Erin Sir. Thomas believed it would be impossible to contest for the cup this year. Bu thanks to his indomitäble perseverance, backed up by King Edward's optimistic and enthusiastic support, it was decided to go ahead provided the New York Yacht Club would grant an extension.

The question whether the New York Yacht Club should be asked to permit the substitution of Shantrock I was quickly relegated, because Sir Thomas and Mr. Jameson, in spite of everything that has happened, maintained that the new boat was well worth the trouble she had caused. It may be stated with no little authority that the challenger's true merits have not been displayed with too much vigour, and that there is more in her, according to the view of those most interested, than meets the eye?

Sir Thomas calculates that a delay of three weeks or a month in the date of contest in American waters will enable him to come to the scratch. He says that he is greatly handi capped by the fact that he has no duplicate masts for Shamrock II; but by an unlimited expenditure of money and energy he believes the defects can be remedied in time to provide for an international race this year.

"I was," he said. "terribly cast down when I saw what a terrible wreck that beautiful boat was; but now I think things can be remedied. Is have cabled, Mr. Ledyard personally to-day and to morrow I expect to cable the New York Yacht Club officially. By then I shall know more than I do now.

Heartfelt expressions of gratitude that the King escaped are heard on all sides. Many people say he was foolish to go aboard the challenger, but as Sir Thomas says, " If I did

It appears that the masthead man had providentially been ordered down just before the accident. Many of the crew got a wetting, but otherwise nobody was hurt. King Edward calmly lit another cigar and continued smoking, after assuring himself everybody was safe Later he steamed around the wrecked vessel and carefully inspected the broken bobstay, The crowd which gathered at the railway station Sang "God Save the King,"

The escape of the King during the dismasting of the Shamrock II was narrower than at first supposed. The heavy steel boom of the challenger was just swinging aboard when the catastrophe occurred. Ilad the break come a few seconds later the boom would have been right over the deck, and it is impossible to estimate what damage might have been done, As it was all the gear tellaclear of the yacht the end of the boom being just clear of her port quarter. When the mainmast went over i was still held by shreds of metal, but it hung plumb down and grounded in the mud. The Shamtock I's gaff broke in two on the Jaces, leaving the middle length swinging loose, supported by the peak halyards.

# THE FIND OF GOLD AT LEITH.

The Morning Leader says :-

The fresh discoveries of gold at Leith have revived public interest, and the "gold fields" have been visited by large numbers of people. The excavations where the most recent finds were made are at a spot some 200 yards from the hospital, where traces of gold were first

This ground was formerly coverd by old, dilapidated buildings, but some years ago, under the Leith improvement scheme, these buildings were cleared away. Working class dwelling-houses are to be built on the site.

NOTHING IN THE STRATA The soil is of a sandy nature, and the preci- | jaw. vel about nine feet from the surface,

Local geologists, interviewed by the Leader

A gentleman who has written several works our correspondent an explanation which is the

There is a tradition; that about 200 years ago a then well-known local man, George Heriot, considerable fortune.

IS IT PART OF THE BALLAST? It is known that the ballassi was put down

It is quite likely that, with the primitive little deference to the horse-king to close up Among other accomplishments Quong Yen | methods then in vogue, all the gold may not at Canton, and has served as a volunteer. He geological and historical authorities are agreed Better still, let some of the good business men has brought some photographs showing the that it is extremely unlikely that the precious

# THE NEW BATTLESHIPS. 18,000 TONS EACH.

THE BIGGEST IN THE WORLD.

Admiral class, of 10,600, followed by the Nile | not put the stamp of their disapproval upon it, and Trafalgar, of 11,940; and in the early instead of a city giving it a quasi endorsement. "nineties" by the Royal Sovereigns, of 14,150 tons. The tendency abroad, though not so marked, has had the same direction. America is building a ship of 16,500 tons.

ships of recent date, and ten 6in. quick-firers, crate the Lord's day, to preach more sin in a adopted because the 8in, gun is too heavy for | ment." rapid work, and a need has been felt for some-

thing between the 12in and the 6in quick-firer. If there is an advantage, as a large number of experts declare, in thus adding to the size of our ships of war, in spite of the outcry against the policy of "putting all one's eggs in one basket, it is not easy to see why we should rest satisfied with the present stage. Vessels of 20,000 or even 30,000 tons may be regarded as desirable before many years have passed. Meantime, the average cost per ton, which has risen in the past six years from £60 to £75 in England, still continues to increase, and while the newest armoured cruisers will cost over one million sterling, the battleships of 18,000 tons will probably not be completed for less than a million and a quarter each, possibly more.

# NEW GUINEA OUTRAGE

THE MURDER OF MISSIONARIES.

REVOLTING BARBARITIES.

Intelligence reaching Thursday Island by the steamer Parua, which returned from the Aird River. New Guinea, confirms the news of the murders of the Revs. J. Chalmers and O. F. Tomkins, and the whole of their boat's crew. All were killed and eaten, their boat being broken up by the natives. Several human remains, were subsequently discovered, but were unrecognisable.

The Merrie England with the Governor of New Guinea, has been with a punitive party at the scene of the outrage. Fighting has occurred with the natives, who attacked the expedition when its members attempted to land. The villagers have been punished. It is reported: that 13 of them were killed, while the only casualty sustained by the punitive party was the wounding of one native policeman with a

Altogether about 10 villages were concerned in the death of the missionaries. One of the New Guinea natives was captured during the fighting, which occurred when the Merrie England's launch, with the party attempted to land. He says that Mr. Chalmers and Mr. Tomkins were enticed ashore. Mr. Chalmers was first taken by the natives towards the village, Mr. Tomkins evidently being untouched. Mr. Chalmers, noticing this, spoke to Mr. Tomkins to the effect that he feared the natives intended an outrage, and he, being free, should, if possible, get away. Mr. Tomkins refused to leave his companion. Shortly afterwards the natives clubbed Mr. Chalmers in the presence of Mr. Tomkins and the remainder of the party, cuttting off his head, and then dividing the flesh amongst themselves. Mr. Tomkins was killed: the next day, and his flesh was distributed in the adjoining village. Then on the same day all the natives who were with the missionaries

The punitive party numbered to men from the military force at Thursday Island; under Lieutenant Brown, and so native police from Moresby, commanded by four Government officers, all being under Covernor Le Hunte. The Revs. Mr. Hunt and Mr. Dauncy, of the London Mission Society, also accompanied the party. Their services were to be utilised as an ambulance. They reached the scene of the trouble on May 2nd. At a village, named Otear, the first attack on the boats which were trying to land men took place, but was repulsed, and a hot fire from the landing party dispersed the natives.

At each village visited the same experience resulted. The landings were effected under great difficulties, and could only be managed by wading though thick, sludgy mud, and climbing steep banks. The natives were driven from the villages, war houses were burnt | Noon-N. Y. K. steamer Yawata Maru leaves, down, and war and fishing canoes were destroyed. The natives are described as being | Noon-N. Y. K., steamer Milke Maru leaves plucky, especially those at the first village, where in the midst of a heavy thunderstorm they attempted twice to rush the camp which had been formed. It has been ascertained from the prisoner that the actual scene of the murders was Anawarda. Portions of a missionary whale-boat were discovered there. Mr. Chalmers's hat was also found lying beside a human-

# SPORTING INTELLIGENCE.

THE RACE.

(From the "Malaysia Message.")

Do not be deceived by the heading. We are not going to name the winners, we do not know the name of a single horse that ran. We are not going to discuss the bets, for all our money and everything else is tied up in a better investment than the luckiest "sport" on earth ever made. But one could not help knowing that It was "race day" in Singapore. Even the Lord's Day could hardly. paralyze business and depopulate the Square more thoroughly, for the time being, than the races. We are disinclined to believe that every locked door meant an unoccupied place of business; or at least, that every business place closed meant an intelligent man at the race track. But we need one more store in Singapore; a big one-bigger than any at present located here; and one that will, as a matter of principle, show too and thus give the appearance of universal approval to an anti-Christian performance. of the town become missionaries thus far.

possibly, if the horse had been legitimately | 4 p.m.-N. Y. K. steamer Resella Maris leaves lowned and enjoyed and trained and developed without the degrading features that man's depraved tastes have demanded until sin is inseparably connected with the race track, horsefancying would still be a legitimate pastime For several years past the size of the men- for any man. Thousands of people, puzzled of-war of the British Navy has been increasing and disgusted by what they consider the parat a rapid rate. We are building battleships row-minded scrupulousness of Christian pople and armoured cruisers of 15,000 tons displaced in regard to things which they themselves ment, and it has now been decided by the greatly delight in, forget that many pleasures Admiralty to make a further almost sensational are to be condemned by reason of their very departure by laying down in the present year associations. Will anyone defend the drinkthree battleships with a displacement of no less | ing, the gambling, the profanity, the anger, the than 18,000 tons. They will be the largest and envy, that encircle every race track in the most powerful vessels for warlike purposes world? Will anyone say that a man can affoat. Remarkable as is this further addition of | heedlessly intrude upon such a scene and 3,000 tons, the decision of the naval authorities, associate with the vile and wicked' men who though it will be severely criticised, is in keep- not only frequent but who usually reign over ing with the tendency of all construction in the | such places, and return unstained by his conpast forty years. We began with the Warrior, | tact with them? Did ever anyone know a of 9,200 tons; then built the Agincourt and her | godly man to be produced in that atmosphere? sisters, of 10,600' or so; in 1876 laid down the It' needs no condemnation. It is self-con-Inflexible, of 11,880; in the "eighties" the demned. The wonder is that moral men do

To be a white man in the East is as big as tons. Then came the Majestics, of 14,900, and to be a leader among equals in the West. Let the Formidable type, of 15,000. Now at a the missionary continue to be an unwelcome jump we pass to leviathans indeed of 18,000 resident in these parts, a fact of which he is often enough reminded; and let the worldly European and Eurasian who owes to the gospel all he has that makes him to differ from the Our new monster warships will mount, four naked heathen around him-let him, bear-50-ton 12in weapons of the newest type, being | ing the misnamer "Christian," continue to the same number as is carried by all battle- trade in liquid are, in opium, in vice, to descinstead of twelve as in existing ships. The day than a thousand missionaries could offset reduction in number in this instance is due to in a month, be they ever so eloquent of tongue the introduction of an entirely new piece, the or pure of life; but "know thou, that for all 7.5 wire-wound breech-loader, which has been | these things God will bring thee into indg- from leave, has been transferred to the Kaipan.

# NOTANDA. CALENDAR.

Meteorological means based on fifteen years' · abservations to 1898. Thermometer .......80.7

Rainfall ...... 16 496 TO-DAY. WEATHER REPORT.

On date at On date at Barometer..... 29.74 Temperature .......... 85 Humidity ...... 79 Rainfall..... 0.32 TO-DAY. Thursday, 20th June, 1901. Chinese-5th of 5th moon of .7th year of Krvang-su. Sun-Rises ..... 5hr. rSmin.

Sets ..... Ohr. 45min. High water-Morning ..... ohr. 20min. Morning ...... 10hr. 58min. Low water-Morning ....... Anr. ramin. Afternoon ..... 6hr. Imin. ANNIVERSARIES.

1837-Accession of the late Queen Victoria. 1867-Russian-America purchased by the United States. 1891—Attack on mission premises at Hamen

1896-Madagascar declared a French Colony. 1897-Reign Thanksgiving Day. 1898—Russia stopped Chinese warships from entering Port Arthur. 1899-Shanghai Reports that Italian claims

will be allowed to drop. TO-MORROW. Friday, 21st June, 1951. Chinese-6th of 5th moon of 27th year of Kwang-sii. Sun-Rises ...... 5kt. 18min. Seis ..... 6hr. 45min. High water-Morning ...... Ihr. 11min. Aforning ......szhr. 39min. Low water-Morning ...... 4hr. 56min.

Afternoon ..... 6hr. 39min. ANNIVERSARIES. 1860-Melazzo captured by Garibaldi. 1870-Massacre at Tientsin. 1895-Opening of the Elbe and Baltic Canal. 1898—Anglo-Italian syndicate obtain the con-

cession of mining and necessary railways in three northern prefectures of Honan.-Disaster at the launch of Singapore for this port this afternoon. H.M.S. Albion at Blackwall, 37 persons killed. 1899-Fire at 205 Queen's Road Central.

1900—Tientsin bombarded for two days.

# AGENDA.

TO-DAY. Gargo ex Kumsang subject to rent.

Cargo ex Shanghai subject to rent. TO-MORROW.

N. Y. K. steamer Sado Maru leaves for Japanese Ports. for Japanese Ports. for Bombay, via Singapore, etc. 4 p.m.-I. C. S. N. Co.'s steamer Yuensang

leaves for Mainla: 5 pm.-C. M. Co.'s steamer Perla leaves for

SATURDAY, 22nd. Noon-P. & O. Co.'s steamer Parramatta with mails etc. leaves for Europe. Cargo ex Wurzburg subject to rent. Cargo ex India subject to rent. SUNDAY, 23rd. O. S. K. Co.'s steamer Daigin Maru leaves

for Coast Ports. Cargo ex Maria Valerie subject to rent.

4 p.m.-N. Y. K. steamer Riogun Maru leaves for Victoria B.C. and Seattle U.S.A. TUESDAY, 25th.

Cargo ex Sado Maru subject to rent. WEDNESDAY, 26th.

O. S. K. Co.'s steamer Maidsuru Maru leaves for Anping, via Swatow and Amoy." Noon-C. P. R. Co.'s steamer Empress of India with mails etc., leaves for Vancouver THURSDAY, 27th.

Noon-E. & A. Co.'s steamer Airlie leaves for Australian Ports. Noon-U. S. Co.'s steamer Coptic leaves Honolulu via Shanghai, etc. Noon-N. D. L. steamer Sacksen with mails passengers etc., leaves for Southamp-

for Sydney and Melbourne via Manila (About)-P. & O. Co.'s steamer Malacca leaves

for Shanghai and Japan. SATURDAY, 20th. (About)-P. & O. Co.'s steamer Kapan leaves

# SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information :---

for London

Nossack, has left that ship.

Mr. J. F. O. Stratton, 3rd engineer s.s. Whampon, has been promoted and enginee s.s. Shasi. Mr. H. Knox, has joined the Whampon, a ard engineer. • 🕖 Mr. McCarthy, and engineer s.s. Elita

Mr. Jorgensen, 2nd officer, Elita Nossack, is on sick leave at Shanghai, 'Mr. Siegmann, has been transferred and engineer of the Elita Nossack, from the

Mr. D. C. Campbell, lower Nangtsze pilot, having returned from leave, has resumed his duties as pilot of the Canadian Pacific Co.'s Mr. H. Petarsen, chief-officer, Store Nordiske, is acting master, same steamer.

Mr. A. J. Jackson, chief engineer, Chuentiao, Mr. A. G. Smith, chief officer, Yuenzoo, is transferred to the Wosang.

Mr. J. Harris; 2nd engineer, Negechwang, is transferred to the Shasi. Mr. R. Lewis, and officer, Shasi, is transferred to the Newchwang.

Captain J. W. Miller, from leave, has resumed command of the Pacting. Captain P. Garriock, Pacting, is awaiting Mr. J. W. Mennell, chief officer, Choysang, 3 Japanese.

is awaiting orders. Mr. H. Cuthbertson, 2nd engineer, awaiting orders, has been transferred to the Taisang. Mr. W. G. Elder, acting 3rd engineer, Tai-

saug, has signed off. Mr. S. J. Payne, chief officer, Wosang, is transferred to the Choysang. Mr. John Rae has gone 3rd officer, Choysang. Mr. W. W. Kay has been appointed and officer, Runan.

Mr. E. B. Heyes, 2nd officer, Hunan, is promoted chief officer, same steamer. Mr. F. C. Everett, chief officer, Hunan, is on leave.

Mr. H. Troubridge chief officer, Ngankin, is transferred to the Foochgav. Mr. G. F. Death, chief officer, Foochow, has resigned.

Mr. A. J. Philbey, 2nd officer. Pekin, is transferred to the Chinklang. Mr. T. H. Wheatson, and officer, Kansu, is transferred to the Taiwan. Mr. M. Bryan, and officer, Taiwan, is transferred to the Neankin.

Mr. Alfred Watson has gone and officer,

# SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Sunda) to-morrow. American (America Maru) 25th instant. German (Bayern) 25th instant. German (Sachsen) 26th instant. Indian (Catherine Apcar) 26th instant. American (City of Peking) 4th prox. Canadian (Empress of Japan) 9th prox. American (Gaelic) 12th prox.

The N. Y. K.'s steamer Rosetta Maru (Australian Line) left Kobe via Moji for this port on the 18th inst., and is expected to arrive here on the 25th inst.

The N. Y. K.'s steamer Hitachi Maru, (European Line) left Kobe via Moji for this port on the 19th inst., and is expected to arrive here on the 26th inst-

We are informed by the Agents (Messrs. David Sassoon, Sons & Co.) that the steamship Catherine Apear, from Calcutta, left

HONGKONG AND WHAMPOA DOCK RETURNS. U.S.S. Bennington ... at Kowloon St. Enoch ......, Iris...... Tawar ..... Colonies..... Fei Hoo..... Munchen ..... Simongan ..... Sandakan ...... Benlarig .....

PASSED THE CANAL. Outward-17th May-Flintshire, Rhein. Crusader, Imogene. 24th May-Ixion, Min, Ranshan, Shirley. 28th May-Silesia, (German) Agamemnon, Pioncer. 31st May -Benalder. 4th June-Bayern, Malacca, Glamorganshire, Acilia, Dencalion, Klek. June-Annam, Kawachi Maru, Ballearat, Arara, Jupiter. 11th June-Kaisow, Kongsberg, St. Irene, Ersherzog, Frans, Ferdinand, Erica, Glenlagan, Glenroy: 14th June-Bamberg, Patroclus, Ernest Simons. 18th June-Antenor, Indus, Awa Maru.

Homeward-14th June-Pyrchus. 18th June -Stuttgart, Banca, Dresden, Batuvia, Meri dian, Oceano, Sithonia.

Arrivals at Home-lith June-Agamennon, Hakata Maru, Serbia.

COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 19th June,—San Francisco 21st May, Honolulu 28th, Yokohama 11th June, Kobe 12th, Nagasaki 14th, and Shanghai 17th, Mails and General. O. & O. S. S. Co.

INDEPENDENT, German steamer, 871, A. Haltz, 19th June, -Saigon 15th June, General. -Sander, Wieler & Co. HAITAN, British steamer, 1,183, J. S. Roach

20th June, Foochow 17th June, Amoy LYREMOON, German steamer, 1,238, The Lehmann, 20th June, Canton Toth June, General.-Siemssen & Co.

DAIJIN MARU, Japanese Framer, Ogata; 20th June, Swerow 19th June, General,-Mitsui Bussan Kaisha. Milke MARU, Japanese steamer, 2,080 Yagi, 20th June, - Moji rath June, General

-Nippon Yusen Kaisha PHRA CHULA CHOM KLAO, German steamer 1,011. R. Unsworth, 20th June; -Bangkok via Hoihow. 12th June, General -Butter field & Swire.

HYSON, British steamer, 2,276, J. A. Davies, 20th June, -Singapore 15th June, Gen'eral -Jardine, Matheson & Co.

Clearances at the Harbour Office. Jacob Diederichsen, German str., for Haiphong. Sado Maru, Japanese str., for Kobe. Taichiow, German str., for Bangkok. Yucusang, British str., for Manila. Pak Kong, British str., for Canton. Kalsuyama Maru, Japanese str., for Chefoo. Hoimoone British str., for Conton. Hoi-kong French str., for Kwong-chow-wan. Pakshan, British str., for Swatow. Benlawers, British str., for Nagasaki.

Departured . June 20, Cheangehere, British str., for Amoy. lune 20, Loosok, German str.; for Bangkok. une 20, Gwaltor, British transport, for S'pore. une 20, Descarles, French cruiser, for Swatow. June 20, Sado Maru, Japanese str., for Kobe. lune 20, Kyoto Maru, Japanese str., for Moji. June 20, Tsuruhiko Maru, Japanese str., for Formosa.

Passongers-Arrived.

Per Independent, from Saigon-75 Chinese. Per Hailan, from Coast Ports-Mr. and Mrs.

Cachrill Calbeck, and 81 Chinese. Per Perla, from Manila-Messrs. Chay Sian Ching, E. Ludwig, A. Aransamendiz, 32 Chi-

nese and 15 Japanese.

Per Coptic, for Hongkong from San Francisco -Messrs. J. A. Blackmer, W. Dow, W. D. O'Brien, A. C. Howland, F. A. Rapp, Seeley, and Comdr. A. B. Speyers, U.S.N. From Honolulu-Messrs. D. L. Davis and E. Hartman. From Nagasaki-Mr. Pierre de Langue. From Shanghai-Misses L. M. Stewart, E. D. Irvine, Master G. V. Quelch, 142 Chinese and

Per Australian, from Australian Ports-Mr. and Mrs. Bremner, Mr. and Mrs. Gainford, Mr. and Mrs. Westcott, Mr. and Mrs. Silva and child, Mrs. Mestre, Mrs. T. de Silva, Mrs. Rodrigues, Misses Russell, Bolson, Mrs. Jones and child, Comdr. Taussiey, Messrs. A. M. A. Evans, D. Yorke, Price Owen, S. W. Jackson, Carmo Mattos, Pedro Jose Lobo and Hashe-

# SHIPPING REPORTS.

Capt. G. Blaxland, of the steamship Perla, from Manila, reports:-Moderate S.W. winds and tine weather throughout.

Captain J. S. Roach, of the steamship Haitan, from Swatow, Amoy and Foochow, reports :-Strong S.W. winds, moderate sea, fine clear weather with occasional squalls.

Captain J. H. Rinder, R.N.R., of the steamship Coptic. from San Francisco, &c., reports:-From Woosung to Hieshan moderate S.W. winds and rain, then freshening to strong breeze with heavy head sea to Ockseu, thence to port moderate S.W. winds, overcast and moderate sea, strong current to the N.E. throughout.

# STEAMERS EXPECTED.

. Names.	From	Due.		
Sunda	Singapore	To-morrow		
Ixion	Singapore	To-morrow		
Flintshire	Singapore	June 23rd		
America Maru	Japan	June 25th		
Bayern	Singapore	June 25th		
	Moji	T		
	Japan			
	Singapore			
	Moji			
	San Francisco			
Empress of Japan	n. Vancouver	July oth		
- Caenc	San Francisco	Tuiv Izth 🧸		

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sallings" are now published in these columns, and in so doing respect-fully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

2.11.77	1	
Acilia	Havre, &c.	Aug. oth
Airlie	Havre, &c	Tune 27th
Alcinous	London	Iuly 2ard
America Maru	San Francisco, &c.	July ath
Apping Maru	Foochow	July 2rd
Arara	New York	Aug. Tat
Bayern	Straits, &c.	fuly 25th
Belgian King	San Diego, &c	llune aret
China	San Francisco, &c.	Aug. 6th
City of Peking	San Francisco, &c.	Inly tath
Contic	San Francisco, &c.	June 27th
Daliin Maru	. Famsui	linne gard
Doric	jan Francisco, &c.	Aver reth
Distant File	Victoria, B.C.	Tune agel
Ewin China	Vancouver, &ci	Asse with
Emp. Coma	. vancouver section.	Laug. 7th
Emp. India	San Francisco, &c.	June 20th
emp. Japan	Anna Language and Mark	July 17th
Gaenc	Dan Francisco, &c.	July 23rd
Glaucus	Liverpool	July 15th
Glenartney	New York	June 20th
Glenesk	LondonLondon	July, tith
Glengarry	. London	June 28th
Glenogle	Victoria, B.C.	July, 26th
Hamburg	Straits, &c	Oct. 16th
Hitachi Maru	Marscilles, &c	June 28th
Hongkong Mari	San Francisco, &c	July 30th
Hudson	New York	July 17th
Hyson	Seattle, &c	June 22nd
Indrahi	New York	uly loth
Japan	London	June 29th
Kiautschou	London	July, 11th.
König Albert	Straits, &c.	Aug, 22nd
Kumsapg	Singapore, &c	June 25th
Lowther Castle	New York London Swatow, &c.	June 30th
Machaon	London	June 25th
Maidzuru Maru	Swatow, &c	June 26th
Malacca	Shanghai &c	Luna akth
Miike Maru	Bombay, &c	Tune 21st
Nanchang	Tientsin	lune 21st
Nippon Maru	San Francisco, &c.	Aug. 24th
Nürnberg	Bombay, &c Tientsin San Francisco, &c. Havre, &c	lune 25th
Olympia	Victoria, B.C.	luly 16th
Parramatta	Europe. &c.	lune 22nd
Perla	Europe, &c Manila San Francisco, &c.	Tune 21st
Pern	San Francisco &c	And ares
Preussen	Straits, &c.	Octoprid
Pring Heinrich	Straits, &c.	Sent znik
Dringace Irana	Strolte Rim	Sent PAR
Denmathana	Straits, &c.	Sepu 5tn
Piologineus	Mistoria B.C.	uly 15th
Kiojun Maru	victoria, B.C.	une 24th
Kosetta Maru	Sydney, &c	une 28th
bachsen	London Victoria, B.C. Sydney, &c. Straits, &c. Havre, &c.	une 27th
Sambia	Havre, &c.	uly (2th
Selection of the select	Straite . Res and find	I saw . DAL .

Stuttgart ...... Straits, &c. ...... Aug. 8th

Taiwan Port Darwin, &c., July 14th

Whampoa ...... Shanghai ...... Jungarnd



PROJECTED SAILINGS FROM HONGKONG.-SUBJECT TO ALTERATION.

No a see a cela BAADII	NAGASAKI, KOBE and YOKO-}	To-MORROW, 2	DATES.
No	{BOMBAY, VIA SINGAPORE and} COLOMBO	To-MORROW,	21st June, at
	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA		
HITACHI MARU	(MARSEILLES, LONDON & ANT-) WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID)	FRIDAY, 28th Daylight.	i June, at
ROSETTA MARU	SYDNEY and MELBOURNE, VIA	FRIDAY, 28th	i June, at

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT, NORTHERN RAILWAY and

TOWNSVILLE and BRISBANE .....

Atlantic Steamers. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's

A. S. MIHARA.

Hongkong, 19th June, 1901.

N. Tate .....

## TOYO KISEN KAISHA. COMPANY. TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

Local Branch Office at Prince's Building, 1st Floor, Chater Road.

at Noon.

PROPOSED SAILINGS FROM HONGKONG. AMERICA MARU (via Shanghai, Nagasaki, (Thursday, 4th July, Kobe, Inland Sea,

Yokohama & Hono-HONGKONG MARU (via Shanghai, Naga-Tuesday, 30th July, saki, Kobc, Inland at Noon.

Sea, Yokohama and Honolulu) NIPPON MARU (via Shanghai, Nagasaki, Saturday, 24th Aug., Kobe, Inland Sea, at Noon. Yokohama & Hono-

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking

States, and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be NATIONAL PARK route. obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the FIELDS. Frequent Sailings from VICTORIA, SOUTHERN PACIFIC, CENTRAL PACIFIC, TACOMA to DYEA, and ST. MICHAEL. UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the tion. CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate. CITIES in the United States have between Freight, apply to San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct!

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for frans-

portation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. . rreight will be received on board until

P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. (Through Bills of Lading issued for BATAVIA, same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Freight, apply to the Agency of the Company, above Ports. Queen's Building. GEORGE ECKLEY,

Acting Agent. Hangkann 11th June Pant

WORTH A GUINEA A BOX,

BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH. IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-THOMAS BEECHAM, St. Helens, England

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA: WATKINS, LIMITED,

# NORTHERN PACIFIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG.

... SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Steamers	Tons.	Captains.	Proposed Sailings.
Duke of Fife Olympia Glenogle	3,821	J. S. Cox	June 28
	2,837	J. Truebridge	July 16
	3,750	W. Frakes	July 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the United STATES and to EUROPE.

HONGKONG TO LONDON £52. SHANGHAI, NAGASAKI, KOBE, INLAND Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one Freight and Passengers for Japan, the United of the first class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on

the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE HONGKONG TO VICTORIA.

TACOMA £35. The best route to the KLONDYKE GOLD.

Rates of Passage to other Points on applica-Special rates ullowed to members of Govern-

Passengers holding orders for OVERLAND! For further Information as to Passage or

DODWELL & Co., LIMITED, General Agents. Hongkong, 8th June, 1901



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS). THE Steamship

-" PARRAMATTA," Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd instant, For further information as to Passage and at Noon, taking Passengers and Cargo for the

> Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed vid Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to notethe terms and conditions of the Company's

Bills of Lading. For further Particulars, apply to H. A. RITCHIE,

Superintendent. Hangkong, 8th June, root

# RECULAR\_STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. "LOWTHER CASTLE" .....30th June.

HUDSON".....about 17th July."

JUPITER".....

\* Calling at MANILA. For Freight and further Information, apply DODWELL & Co. LIMITED,

# Mails.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

· Via Inland Sea of Japan and Honolulu.

d		PROPOSED	SAILINGS	FROM	HONGKONG.	
	" COPTO"	1.101 0022		,	THURSDAY, 27th	June, at Daylight
	"CITY OF	PEKING "			SATURDAY, 13th	July, at Noon.
	"GARLIC"				TUESDAY, 23rd Ju	ily, at Noon.
	" CHINA "				TUESDAY, 6th Au	gust, at Moon.
ı	" DARTO"	* *			THURSDAY, 15th	August, at Noon
,	"PERU"				SATURDAY, 31st	August, at Noon,
	1		-			and the street

THE O. & O. Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INCAND SEA, KUDE, YOKOHAMA and HONO-LULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United

Steamers of these lines pass through the INLAND-SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may

be obtained upon application. Passengers homing through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

regular tariff rate. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.-Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a purt of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from tare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

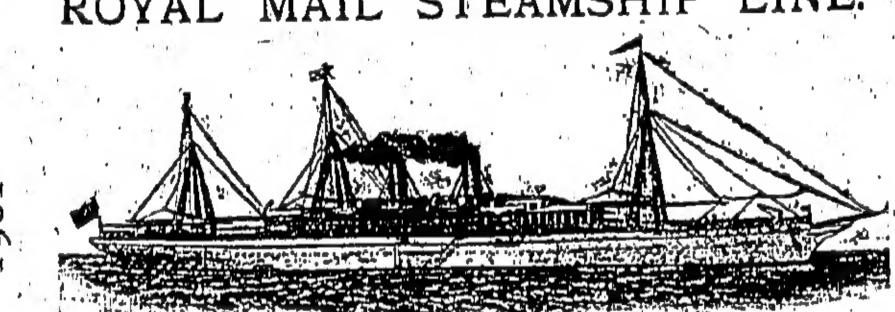
Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value

is less than \$100, U.S. Gold For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEORGE ECKLEY, ... Acting Agent.

Hongkong, 18th June, 1901.

# CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June. EMPRESS OF JAPANa..Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th July. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND I SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Chisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to , D. E. BROWN, General Agent,

Pedder's Street. Hongkong, 5th June, 1901.

# NORDDEUTSCHER LLOYD. OSTABIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON. LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

	SUBJECT TO ALTERATION.		ege, e
STEAMERS.	The state of the s	AILING DATES.	
NUERNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	25th June.	Freight
Mayer	HAVRE, BREMEN and HAMBURG.	12th July.	Freight
Schmidt	(Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG.	26th July.	a N
Schueder	(Calling at SINGAPORE and PENANG).		9.9
ACILIA	HAVRE and HAMBURG. (Calling at SING PORE and COLOMBO).	9th August.	Freight

For further Particulars, apply to HAMBURG AMERIKA LINIE HONGKONG OFFICE,

No. 13 Oneen's Buildings

# Shipping—Steanrers.

	1 2	11411	I CD.	
	FOR		STEAMERS.	TO SAIL.
TIENTSIN			" NANCHANG"	rist instant.
SHANGHA	1		" SUNGKIANG "*	22nd instant.
MANILA	_4  }	TICLANDS	TAIWAN	On or about 14th July.
I COOKTO	WN, TOWNSVIL YDNEY and MELB	LE, BK19-5	TAIWAN	On or about 14th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

For Freight or Passage, apply to

Hongkong, 20th June, 1901

BUTTERFIELD & SWIRE, AGENTS.

## COMPANY. STEAMSHIP OCEAN OUTWARDS.

GLAS	GOW and LIVERP	OOL "IXION "	21st June.
	11	"DEUCALION"	2nd July.
		HOMEWARI	os.
LON	FOR DON	MACHAON"	TO SAIL
TOW	DOM	"PROMETHEUS"	i5th July.

For Freight, apply to

ábout

# Agents, O. S. S. Co.

"ALCINOUS" ......23rd July.

" GLAUCUS" ......About 15th July.

Hongkong, 17th June, 1901. CALIFORNIA AND ORIENTAL

LIVERPOOL (DIRECT).....

(Taking Cargo at LONDON RATES).)

STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA

FE RAII.ROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND

SAN FRANCISCO. VIA SHANGHAL INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Belgian King. \ 3.379 THE Steamship

"BELGIAN KING." will be despatched for SAN DIEGO and SAN TO-MORROW, the 21st instant, at 4 P.M. FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about for First class Passengers and is fitted throughthe 21st instant.

n the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same. time. All parcels should be marked to address

in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hangkene, 19th June, 1901

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

KUMSANG." Captain E. J. Buller, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, 19th June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship "MAIDZURU MARU,"

Captain K. Suzuki, will be desnatched for the above Ports, on WEDNESDAY, the 26th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 12th June, 1901. "GLEN" LINE OF STEAMERS.

FOR LONDON. THE Company's Steamship "GLENGARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June. For Freight or Passage, apply to McGREGOR BROS. & GOW,

Hongkong, 29th May, 1901. UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI," , will be despatched as above on or about the 10th July. For Freight, apply to JARDINE, MATHESON & Co.,

Agents. Hongkong, 14th June, 1901. "GLEN" LINE OF STEAMERS. FOR LOND IN & ANTWERP.

THE Company's Steamship "GLENESK," Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July. For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Hongkong, 18th June, 1901. SHEWAN, TOMES & CO,'S

"NEW YORK" LINE. FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August. · For Freight, apply to SHEWAN, TOMES & Co.,

# BUTTERFIELD & SWIRE,

"GLEN" LINE OF STEAMERS. FOR NEW YORK. THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901. For Freight or Passage, apply to McGREGOR BROS. & GOW

Hongkong, 18th May, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, will be despatched as above This Steamer has Superior Accommodation

out with Electric Light. Through Bills of Lading issued to any point | For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th June, 1901. THE CHINA AND MANILA STEAM. SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"PERLA," For further Information as to Freight or Captain G. T. Blaxland, will be despatched as above TO-MORROW, the 21st instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the 1840 Electric Light and is supplied with a Refrigera-

ting Chamber. Doctor is carried. For Freight or Passage, apply to SHEWĂN, TOMES & Co.,

General Managers. Hongkong, 17th June, 1901. THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED. FOR SEATTLE VIA SHANGHAI AND

THE Company's Steamship Captain J. S. Hogg will be despatched on SATURDAY, the 22nd instant, taking Cargo to SEATTLE and Overland Points, U.S.A.,

via Great Northern Railway at Current Rates. For Freight, apply to JARDINE, MATHESON & Co., Hongkong, 18th June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant. For Freight or Passage, apply to. THE MITSUI BUSSAN KAISHA,

Hongkong, 17th June, 1001. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY. LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-

to Adelaide, New Zealand, TASMANIA, &c.) THE Steamship

LAND PORTS, and taking through Cargo

Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-

sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the A Stewardess and a duly-qualified Surgeon

ber, which ensures the supply of Fresh Provi-

are carried. N.B .- Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-

TION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, foth June. 1001. THE OSAKA SHOSEN KAISHA, LIMITED. FOR FOOCHOW VIA SWATOW AND

THE Company's Steamship "ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July,

at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents.

# A MISERABLE EXISTENCE.

POLICE, DETECTIVES AND SPIES.

ST. PETERSBURG, 14th May. The great review of troops by the Tear took place to-day. The weather was superb, and. the spectacle was a brilliant success, in spite of the apprehensions inspired in official quarters by disquieting rumours, circulated amongst the public, and the report, which emanated from some agents of the secret police, that there was reason to fear an attempt on the life of the sovereign or of some other exalted personage. The effect, however, of these

alarming suggestions was that precautions of the most exceptional character were taken. The route by which the Tsar was to pass was guarded by a whole army of police, troops, detectives, and spies, and even the Great Summer Garden, which his Majesty had to traverse with his escort in order to reach the Champ de Mars, was closed to the public, who were not admitted until after the review was over to this favoirite resort of St. Petersburg society.

Strong detachments of police, gendarmerie, and Cossacks were also posted at the different entrances to the city, where the soldiers were kept concealed in courts and elsewhere, in readiness to act at once if large bodies of workmen from the workshops and factories should take it into their heads to march into St. Petersburg, for the purpose of making a demonstration to celebrate May Day (old

As a matter of fact, nothing untoward occurred, and the people who thronged the streets. watching the return of the troops to their barracks, were the ordinary gay aspect of a holiday crowd, -Renter.

## AMERICAN TRADE AND THE BRITISH COAL TAX.

The principal address at the annual meeting of the Iron and Steel Institute in London. was made by William Garrett, of Cleveland, Ohio, who prefaced his remarks by declaring that Great Britain's supremacy in the iron and steel trade, so long held, is now lost.

He said. on part : "Your falling behind is partly due to the Callesen, Capt. V. fact that up to the present you have had no competition. I may be wrong, but I venture to assert that during the past ten years all the British iron and steel manufacturers together did not spend as much money in improvements as the Carnegies did in two years. Is your ingenuity and energy exhausted-you, who, at one time, were the greatest manufacturers | Carlsson, A. in the world? I cannot believe it. In order to show far you are behind in the output of wire rods, four of the best rod-mills in Great-Britain during January did not produce as many rods as one of the wire rodmills in the United States. Is there no remedy? And will Dannenberg, Miss E. Great Britain, the mother of that business, who taught the world how to make wire, give it up?"

Andrew Carnegie followed with some remarks | Deas, W. P. along the same lines. "You must look at home," he said, "and develop the material youhave. . . . Seek ye first the United King- Donnels, dom, and the markets of the world will be | Darma Sayna, A. B. added unto you."

That Great Britain herself appreciates the Dingeldin, A. truth of these American criticisms is apparent from the tone of recent comment in English | Evans, W. A. trade journals and daily papers. The New York Tribune calls attention to a project which | Fobris, G. shows more than ordinary willingness on the part of British employers and workmen to profit by the best features in American industrial | Foot, Capt. F. methods. It says ;

"Louis Cassier, editor of a technical magazine which is well known on, both sides of the | Forest, Miss A. Atlantic, announces a unique enterprise. Fifteen or twenty workmen, selected from as many different establishments and representing a Field, H. C. variety of industries in Great Britain, are soonto be sent to the United States in a body to Fernald, F. L. study the ways of their Yankee cousins. A Goelz, F. month or more will be devoted to the task, and Georgeson, J. . during that time the deputation will visit the | Grunstein, B. principal manufacturing centres of the country. | Greenwood, T. L/C Each man is to be designated by the concern | Garratt, T. which employs him, but he is to be chosen from | Criffin, C. a number that have been nominated by their | Grandt, H. fellows. Employers and trades-unions will Gray, J. C. cooperate in meeting the expense of the under- Goicuria, Sr. A. ... taking ... Thomas Westgarth, managing director of what are said to be the largest works in the Hardey, R. J. world for the production of marine engines, originated this idea, and it will be carried into | Hooley, P. F. G. execution by Mr. Cassier.

"The experiment is well worth trying, from Huby, G. the British manufacturer's point of view. Moreover, the scheme is a handsome tribute to the character and efficiency, of the America workman which the latter will be quick to appreciate: It will stimulate him to persist in a policy which commands the admiration and anxiety

of his industrial competitors in the Old World," The British coal tax of one shilling a ton, which was included in the last budget and aroused such violent opposition from the British coal interests, is being widely discussed in [ Harding, H. G. its relation to English and American trade | Hastie, J. (R.G.A.) rivalry. The Philadelphia I rest goes so far Harper, A. H. as to state that this tax will prove a "fatal Hughes, E. blow to English strade supremacy." "Already Hing, C. American coal has a large sale in territory that | Hastie, G. F. was, formerly supplied entirely from British | Hill Depot mines, even in British possessions," rem rks | Hawes, C. H. the Atlanta Journal: "the export tax will give | liughes, Mrs. American coal a still greater advantage and I lp Fui will certainly increase its sale in neutral markets." The English and Scotch coal-owners complain bitterly over what they term the injustice and inequality of the provisions of the new tax." "Well has it been said that the tax is not upon coal, but upon the export trade in coal," declares the Glasgow correspondent of the New York Iron Age, who points out that the burden of taxation will fall on the districts producing for export, while two-thirds of the coal produced in Great Britain will escape it. He continues :

"The impost may not be large enough to | Kelton, W. cut off foreign orders very materially at present, but what effect there is in reducing exports will be felt chiefly in Scotland. Those who support the tax do so because they think it will be paid | King, G. G. either by the foreign consumer or by the Kirk, A. R. The foreigner will not pay it, because he has Korster, Mrs. O. W. many sources of supply open to him, if London, H. J. not for the exact coal he would like to have Laglaize L. (as for instance, for the Welsh steam), at least; Loher, A. for fuel that will serve his purpose at a Larkin, A. price. He will not pay more than its market Leon, C. de value for the superiority of British coal over other coal; and, moreover, the imposition of List of Registered Covers in Poste Restante this shilling duty will be taken by coal pro. Ahmed Deen, I.P.C. Kader Hadjie Moducers in other countries merely as a first | 638 (2) instalment of what Great Britain may do to Blank, Miss A., Arran- Kalm, R. raise money to conserve her own esources, and . .date, Southport, (1) Kemper, A. C. (Lonproduction will be stimulated everywhere. The coal-owner will not pay it if the foreigner | Buta Singh refuses. He will make a special price for Boya and Co., Supt. export—as, for instance, tub-makers do—and . Brewery. in the reduced average this will make in his Burken Alli Khan, sales he will adjust wages on a lower basis. Thus in effect the duty will be paid by the Brimble, Capt. A. wage earner and the home consumer, which is Bortolo. B. certainly not what the Chancellor of the Ex- Bobal Singh

chequer intended." Sir Michael Hicks Beach in replying to his Bocker, Guy critics in Parliament recently, said that the coal | Chunda Singh, I. P.C. 5 export trade could bear the tax very well, and Clarke, J. that the English coal was of such excellent. Crane, E. H. quality that it was safe from competition. He Collins, H. M.

declared that the net profit of the British coal- | Cruz, M. B. owners in 1900 was £26,000,000, on a capital of Lito, oco, or o. Referring to the danger of American competition, he said:

"Last year the price of our coal at the port Duff, A. of export rose very much higher than the price Delbanco, E. of coal in the United States. In spite of that our coal export was 38,000,000 tons. The United States exported a little over 16,000,000. If the United States could not compete when the price of our coal was very high, it would be impossible for them to compete when the price of our coal is low."-Literary Digest.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

claimed at the Post Office :-Li Pin Shang Armistead, Miss A. J. Lebrun, H. Lec. Miss D. Awjwin, Miss Lec, G. Agathe, G. Menasché, L. Allan, Mrs. W. J. Andrew, Miss Marcus, S. R.-McGregor, A. Anderson, Mrs. Arnold, Miss Mills, W. Maxwell, Lieut. D. H. Anderson, O. M. Myer, J. D. Mattsenn, J. F. Mui, Miss'A. Mein, W. Bird, W. B. M. MacCallum, D. Barton, A. L.-L. Buissinne, W. T. Machlowsky, P. von Medical Officer Moffatt, Dr. A. T. Burroughs, Miss C. Monteiro, T. Mullins, J. H. Boyd, Mrs. Mehta, Miss S. Bowrou, J. E. Malpus, Miss Blass, A. McKinnon, J. F. Burden, A. Mias, A. Marshall, A. W. Hurke, Miss Nicol, J. A. Bennett, E. F. Neilson, E. Nishizaki, G. O'Beirne, J. J. Bales, H. Osawa, Miss Hudgen, J. Owen, W. P. Chapman, W. Mrs. O'Connor, Mrs. J. M. Olcott, Miss E. Osborne, E. Paulsen, T. Pillay, J. R. Patterson, J. H. Paisis, G. Pintzowsky Carrington, J. C. Paul, V. 🚿 Parkinson, Dr. T. W. Percira, Miss S. Plummer, H. B. Perrault, E. Perkey, S. Page, Miss M. Pastrano, D. J.

Pastrano, D. J. Palnier, B. W., Painter, Rev. T. W. Percira, D. S. G. Pomeroy, Dolly Rivington, C. F. Rose, R. Ramos, A. Read, Miss M. B. Rushy, C. B. Roberts Riegen, Capt. A. Ryder. J. Ruse, E. P. Rynolds, R. Freeman, Miss V. W.

Reuterford, Mrs. H. H. Reid, J. G. Roberts, H. C. Robinson, & Co., J. Richard, Proff. Remedios, Mrs., F. M. Robinson, C. T. Reid, J. C. Smith, W. A. Stewart, Messrs. J. & G. Stephen, A. Shrewsbury, R. W.

- Friedman, Mrs. S.:

Havermeyer, T. C.

Harrison, Mrs. P.

Hay, Rev. N. E.

Hendersen, W. H.

Hawles, W. L.

Kelper, G.

Kirkman, G. W.

Hallard, F. J.

Heacock, A.

Stevens, G. Standley, L. Sawada, Miss Schuh, S. Siv. R. T. P. Spieler, O. Santos Simpson, A. I. Shane, Capt. Shideler, A. M. Samborne, Dr. F. G. Spiller, M.

Sanyer, N. M. Sparrevohn, F. G. P. Stewart, Miss Sterleng, G. J. Stockwood, W. G. Starr. Miss G. Tomyikkin – Torre, T. Talbot, T. W. Takenowchi, Miss H. Tsán, Mrs.

Tong Hong. Thomson, Mrs. A. B. Takmakoff Thompson, P. H. W. Underwood, I. Vanderpvel, Mrs. M, White, 5.

Westrop, Miss Wilkins, Mrs. Welch, J. Wall, W. N. Wheeler, I. Woods & Co. Wren, Pt. W. E. Watts, Mrs. Wheate, W. E. Westcote, H. . .

Johnson Hon. H. C. B. Ward, E. Walker, J. D. Williamson, J. Wenburg, H. O. Williams, D. Waller, Ji. Whinnerah, T. C. Watts, Miss F. W. Wise, A. W. S. Wallace, F. Walter, R. Young, W. R.

Young, Ed. Zinn, G. A. hamed Abdul

Young, H.

'Returned. Karan Ilahi .Kahim Bakash Kelardy, G. Lyons & Co., J. Ludah Singh I.P.C.856 Montero, F. M. Massey-Let, J. H. McKay, Charles Morris, Capt. R., R.A. Beveral, Bonifacio Mondha Singh B¢Mohamed |

Mayson, William

MacVeagh, R.

Marie, Hugo

McNab. J. Mirza Sadig Mitchell, R. Dean Singh, I.P.C. 547 Mahieu, A. McGill, Major H. S. (Tientsin). Nawab Khan, I.P.C. 637 Enimalee (Bombay) N. C. 111. Felicie, Blaz Nelson, A.

Fosuisane, A. Noble, James Ota (Manila), to Omuli Ferreira, F. X. P. Falris, G. (Singapore). · 5, Praya : East, (Wan chai, Hongkong. Freidman, R. Ohaten, Madame Fortesquien, H. Prizis, E. Frampion, Mrs. Gahor Khan Pederson, C. Gewanal Singh, I.P.C.

PrestonaB. Passantino, Z. (2) Ram Dhor Singh Gulab Khan, I.P.C. 509 Ryan, A. Gunda Singh Gleick, M. Roberts, J. (2) Ricco, Madame Gonsalez, J. Hand, J. (Manila), To Sultan Mahomed Constancio Hand, Shores, D. M. Vic. Eng. School, Smith, Harry Schlichting, Mrs. (1 pcl. Hongkong.

Hasham Alli, I.P.C. 667 Shi Pui Ting. (Cosmopolitan Dock). Hilton, St. John. Hazar Khan, I.P.C. 616, Staden, J. T. Hesa, Miss O. Sammel & Co. Hodge, Ed. G., Port-Schub, S. land (Maine), Re-Stewart, E. Stainfield, E. L. Tchervinsky Hakan Singh, I.P.C. Tilley, Capt. (3) Hall, J. L. Ultam Singh Uttu Singh, I.P.C. 774 Hall, Capt. F. (2) Hoashi, S.

Veasery, Mrs. L. Vemura, G., Hongkong, Haynes, J. Herman Singh (Sinto Kawamoto, (Manigapore). Van-Ness, Miss E. C. (2) Vozeer Singh Hamlin, Mrs G. West, Mrs. M. lmanichi. S. Wazir Singh Johnson, C. E. Waryam Singh Jeewan Singh, L.P.C. Wills, A. Zuniga, M.-M. Koch, Carl

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President .......R. B. Munro Radley ......John Mann. U.S.H.S *Relief* ........Chas. McFeely. Relief ...... J. H. McNeil. Relief ........ H. Miller. Relief .......P. Schneider. 

Saint Jerome ... Capt. A. Jones. .. Shantung ..... Miles. Shantung ......Miles.

Taksang .......J. Kynock. *Ula* .......R. O. Llosd. (2) List of unclaimed Telegrams lying in the

Joint Telegraph Companies Offices at Hongkong: Pawlee. Beekerhein. Bruff Comedy. Quanonsung. Butler Duncan Pigtail. Sham. Chechosiang. Chingtais Steamer Wineland. Sunsanyuen. Cheong Seng Loong. Takmakoff. Duncan Chesney. Toksham.

Dobell Weish Fusileers. Thl. Honjoo. Ingsanlee. Turgens. Watanabe, Messagerie. John Wheeler. Kamcheong. Kongyuenhong. Yuenmow. 5233, '3266, 3964, 2875, Kongyuenheng. Kwongsingloong. Laihopyuen. Lapraik.

1311, 2950 (Wingon Tai, West Point:) 0651, 3031, (Nam Wan) Leile Werthman, 0208, (Swee Keechan) Lichuensbang. 5502, 7127 (Manloong) Matthew, Joseph, Tor- 2688, 5288 (Wing Kee pedo Depôt. Nathan. 3,458, 4,713 5,002 (Kan Njiewoo Chiong. Hok Chau.

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SOME SERIOUS LOCAL PROBLEMS A FEW SUGGESTION FOR DEALING WITH THEM.

Being a Lecture Delivered BEFORE

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NOW READY. AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE," HONGKONG

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NOTICE.

NIOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers on the Crews of the following Vessel during horistay in Hongkong Harbour :--

SEA WITCH, American ship, lowes .- Master. ADOLPH OBRIG, American ship, Amesbury,---... Standard Oil Co.

# Conginitees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"'SHANGH'AL" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS. Consignees, of Cargo by the above-nameds

vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon: Wharf-and Godown . Dompanyis Godowns at (Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless. instructions are given to the contrary before Noon, TO-DAY. . Goods mot cleared by the 20th instant, at

4 P.M., will be subject to rent. No Fire Insurance will be reflected by me inany cuso whatever. All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godowa Company within ten

days after the Vessel's arrival here, after which ano Claims will be recognised. H. A. RITCHIE, Superintendent.

Hongkopy, 14th June, 1001. ·FROM HAMBURG, ANTWERPEN, ROTTERDAM, PENANG

AND SINGAPORE.

THE N.D.L. Steamship

"WÜRZBURG! Captain Schüder, having arrived afrom the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their/goods from

calongside. Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. .

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have:left the Godowns and all Goods remaining undelivered after the 22nd instant, will be

subject to rent. . All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Omce. Hongkong, 15th June, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY. NOTICE TO CONSIGNEES. FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO,

PENANG & SINGAPORE. THE Steamship " MARIA VALERIE, having arrived. Consignees of Cargo are hereby

informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. . This Vessel brings Cargo :-From Venice, ex S.S. Massimiliano tran-

shipped at Trieste. From Trieste, ex S.S. Imperator transhipped at Bomhay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents. Hongkong, 17th June, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES. FROM YOKOHAMA AND KOBE. THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be

sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd

instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

528c

Hongkong, 17th June: 1901 NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT, SAID, COLOMBO

AND SINGAPORE. THE Company's Steamship

"SADO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the goods are landed

Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 28th instant, or claims in connection therewith will not be recognised.

Goods not cleared by the 25th instant, will

NIPPON YUSEN KÄISHA. Hongkong, 18th June, 1901, INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED,

FROM CALCUTTA, PENANG AND SINGAPORE THE . Company's Steamship

having arrived from the above Pons, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cango impeding the discharge for remaining on board after 4 P.M., the 20th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON, & Co. "General Managers." Hongkong, 18th June, 1901.

# Consigners.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENLAWERS." FROM LEITH, LONDON AND STRAITS

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted: after the Goods have left the Godowns, and all Goods remaining undelivered after 26th instant, will be subject to

- All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be exagained on the 25th instant, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Hongkong, 19th June, 1901.

# Entimations.

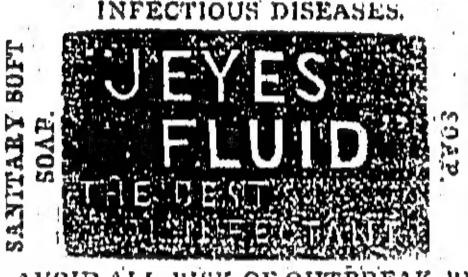
NEW. GOODS. PLENTY

HAND. No. 12, Beaconsfield Arcade. Opposite the City Ead.

Hangkong, 30th April, 1906.

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AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, oth March, 1807.

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Manager, -Hongkong, 13th December, 1960.

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No. 14, D'AGUILAR STREET,

Handrony, 27th September, 1208

	The Zhai	re st	larket.
	LATEST Q		ONS.
· .	Companies.	Paid up Capital.	
		nks.	quarition.
	hai Banking Cor- position	\$125	390 % premium
t c	(Preference)	€ 5	Nominal .
	& Japan, Limited (Ordinary) The Bank of China		Lı
	Alleferred) Limited Alleferred) Limited Nacional Bank of China, Lid	£ī	£5.5 buyers
	Jo. Founders Marine Union Ins. Society of	L-1 Insurano	\$15 sellers '
	China Traders' Ins.	\$ 50	\$340 buyers \$60
	North China Ins. Co., L. L. Yangiyae Ins. Assoc.	£ 25	Tls. 180
•	Capton Ins. Office, Ld. Straits Ins. Co., Ld.	\$ 20	\$180 sellers
ŧ	Hongkong Fire Ins. Co., Ed	\$ 50	\$340 buyers
	7. 1	\$ 20 - pping.	\$82½
	Minero Steamboat Con Limited Indo-China Steam	\$ 15	535 sellers
,	China & Maarla S.S. ]	₹ 10 \$ 50	\$149 \\ \$62 buyers \$52
	Co., Ld.  China Metual S. No		\$55 buyers
, "	China Matual S. N. China Matual S. N. China Matual S. N.		L12 buyers
4,	China Munale S. No Co., Lid (Pary) Star Lerry Co., Lid. }	15 10	£7 buyers £23 sales £8} buyers
i bear.	"Shell" Transport & Trading Co., Ld	1	∠2 15/- sales
	China tengah Kahanng Col, Lalamanan Luzon Sugar Kahaing	7.0	\$144 buyers
	Co., L. 6	šioo ning.	≹36 sales
	Punjon Mining Pre-	1 7	16) sellers \$1.20
•	Sociéte brandance des Chariconnages de. Tonkis	F C1. 250	\$325
	Queen Mines, Ld Jelebu Mining and Traduc Co., Ld	25 CLS.	o cents sellers (
, '	Raub Ahan Gold Min L. Co., låb Oliver Freehold		\$14 sellers
Y	Olivers, Ld. A Olivers, Prochold Mines, Ld. B	\$ 5	\$1}
	Hongkong & Wham- poa Dock Col, Ld. Hongkong and Kow-		\$320 sellers
-	loon Wharf & Go- down Co., Ld Wanchai Warshouse	\$ 50	\$104 buyers
	New Amoy Dook Co., Ld.	. 1	nominal S223 buyers
	Lands, Hotels China Brovident Loan & Mortgage Co., Ld.	and Bu	ildings. \$9.85 sales
	Hongkong hand In- vestment & Akency. Co., Ld	\$100	\$199} sales
	Kowleon Land and Building Co., Ld West Point Building	1	\$30 sales
	Co., Ld	\$ 50	\$127 buyers \$80 sellers
	Finance Co., I.d Cotton Hongkong Cotton	S io i	\$137 sellers
	Spinning, Weaving & Dyeing Co., Ld Ewo Cotton Spinning	\$100	\$8 buyers
	W. V. Co., Ld		
	Laou-kung-mow Cot- ton Spinning & Weaving Co., Ld	Tls. 100	Tls. 50 buyers
	soy Chee Cotton Spin- ning Co., Ld Yahloong Cotton Spin- ning Co., Ld	, ,	
,	Alhambra, Limited Philippine Tobacco	ompanies \$500	\$1,500 sellers
in the second	Trust Co., Ld Miscel Green Island Coment	S 50 ; laneous,	,
	Co., Ld	8 15	\$19} sellers \$38 sellers
	Limited	\$ 10	
	Hongkong Electric	\$ 10	
	Hongkong and China Gas Co., Ld Hongkong Rope Ma- nufacturing Co., Ld.	1	\$135 buyers \$175 sales
	Geo. Fenwick & Co., Ld. H'kong Ice Co., Ld.		\$55 sollers \$180 sales
	H'kong High Level Tramways Co., Ld. Dairy Farm Co., Ld.		\$235 buyers \$7‡ buyers
	Hongkong and China Bakery Co., Ld Campbell, Moore and	\$ 50	Sto sales
	Bell's Asbestos Enst- ern Agency, Ld	y., l	\$21 buyers \$1.10
	United Asbestos Oriental Ag'cy, Ld., Tebrau Planting Co.,		\$114 sellers
	Universal Trading Co., Ld. H.K. Steam Water		\$3 sellers \$20 sales
	boat Co., Ld China Light & Power Co., Ld	\$ 5	\$7 \$20

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Telephone, No. 148

Telegraph Address-"Rialto."

\$ 50 \$50

\$ 50 \$56

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BENJAMIN, KELLY & POTTS,

Robinson Piano Co.,

Katsch, Mr. E. A. Blackner, Mr. J. A. Brabazon, Mr. R. R. Kiene, Mr. and Mrs. F. Erabazon, Mr. R. L. Kiene, Mr. A. King, Maj. H. S., R.E. Bracker, Miss Brandreth, R.N., Lt. & Kirkwood, Mr. J. Littledale, R.E., Major Bremmer, Mr. and Mrs. Long, Mr. & Mrs. D. M. Macdonald, Capt. D. Briscoe, Miss Macdonald, Mr. D. Bristoe, Mr. J. E. MacKenth, Miss A. Brown, Mr. C. R. Brown, R.E., Major W. Marinas, Mr. L. Marlow, Mr. Brown, Mr. J. McLean, Mr. L. 14. Bruce, Mr. and Mrs. Menzies, Mr. Geoid Brutton, Mrs. and child Miller, Mr. D. Burnie, Mr. C. M. G. O'Brien, Mr. A. D. Busustow, Mr. Parfitt, Mr. W. Caldbeck, Mr. & Mrs. Paschel, Mr. P. P. Cameron, Mr. D. H. Pascual, Mr. C. Chrystal, Mr. and Mrs. Pichel, Mr. Jose Clark, Dr. & Mrs. F. Poairies, Mr. H. Clarke, Mr. W. G. Polson, Miss Cole, Mr. G. E. Price, Mr. H. Colson, Mr. J. S. Colson, Mr. J. S. Rapp, Mr. F. A. Cunningham, Mr. P. A. Reich, Mr. A. H. Davis, Mr. D. L. Robertson, Mr. W. R. Davis, Mrs. W. & child Robinson, Miss B. Dean, Miss R. A. Robinson, Mr. V. Denroche, Mr. P. C. Russell, Miss Discombe, Mr. G. M. Schouw, Mr. C. Durchill, R.A., Major Sceley, Mr. C. E. Dow, Mr. W. S. Seydler, Mr. R. Duff, Mr. J. F. Shields, Mr. C. E. Dyson, Capt. P. S. Smithers, Mr. R. G. Eastwood, Mr. J. E. Speyers, Mr. A. B. Elwyn, Mrs. H. F. Stevens, Mr. H. Goyne Fernald, Mr. and Mrs. Stewart, Mr. E. H. Ferres, Mr. Jose Taylor, Mr. D. G. Gainford, Mr. and Mrs. Thomas, Mr. Harry Tibbey, Mr. H. M. Gallagher, Mr. H. J. Valentine, Mr. Gibson, Mr. Kennedy : Wakeman, Mr. G. 11. Gibson, Mr. W. S. Watts, Mr. and Mrs. Glover, Mr. C. Frank W. Goohers, Mr. E. Whiley, Mr. W. J. G. Grant, Mr. John, Whiley, Mrs. William Griffin, Mr. A. E. Whitton, Mrs. M. M. Wild, Lieut, and Mrs. Hack, Mr. A. C. Hall, Capt, T, P. Bagnall Harding, Mr. H. Williamson, Mr. and Harman, Mr. B. Mrs. A. A. and child Woollen, Mr. J. J. Harold, Mr. W. Yorke, Mr. A. D. Hartmann, Mr. E. VISITORS AND RESIDENTS AT THE PEAK HOTEL. Beattie, Mr. James Mactia, Mr. R. Miller, Mr and Mrs. Benjamin, Mr. S. S. Bounar, Mr. L. W. C. Newall, Mr. Stuart G. Bearing, Mr. H. F. R. O'Graman, Col. The Briesse, Mr. G. O'Gorman, Madam Cameron, Mr. Allan Perrott, Col. Carrington, Sir John, Pitt, Mr. John, R.N. C.M.G. Pollars, Mr. H. E. Prynne, Capt., R.A. M.C. Carrington, Miss. Collard, Col. A. W. Prymie, Mrs. Crookenden, Col. Qustinoff, Mr. M. . Drion, MATE. Rouse, Mr. A. B. Rublee, Mr. W. A. (U. Eliam, Mr. A. S. S. Consul of America) Ežektel, Mr. J. S. Ezekiel, Mr. R. M. Rublee, Mrs. W. A., child and maid Forbes, Mr. Andrew Frasor, Mr. and Mrs. Shellim, Mr. Edward H. W. Sinclair, Mr. A. Graham, Mr. D. M. Stokes, Mr. A. G. Harston, Dr. and Mrs. Thomson, Mr. J. S. Tomlin, Mr. G. L. Gumpert, Mr. and Mrs. Wheeler, Mr. H. B. Wheeler, Lt.-Col. J. L. Hughes, Col. G. A. leffreys, Mr. Wilgress, Mr. W. T. cffries, Mr. H. N. Lang, Dr. K. Lee, Mr. J. E. CRAIGIEBURN. Anderson, Mr. 1as, Helms, Mr. W. Beattie, Mr. and Mrs. Hewitt, Mr. and Mrs. Brown, Mr. and Mrs. Langlands, H. Matheson Capt. and Mrs. P. Crouch, Mr. J. W. Pye, Mr. E. Burns Rowand, R.I.M., Lt. A. Edwards, Mr. G. H. Forteath, R.I.M., Lieut, Volpicelli, Consul Yeats, Mr. and Mrs. Grimble, Mr. & Mrs. G. F. H. KOWLOON HOTEL Andrew, Mr. John MacGregor, Mr. J. W. Baners, Mr. F. Nobbs, Prof. A. P. Brandstelled, Capt. Sadow, Mr. Louis Cleasby, Mr. W. H. Saxton, Mr. and Mrs. Davies, Mr. W. T. R. Spittles, Mr. J. Dean, Mr. F. Earby, Mr. E. A. Williams, Mr. G. F. EXCHANGE. . Flongkong, 20th June. UN LONDON, Telegraphic Transfer ......1/114

# Dollars .....nom.

OH PARIS. Bank Bills, on demand ....... 2.471

UN NEW YORK, Bank Bills, on demand ... 474

ON HOMBAY, Telegraphic Transfer............ 147

ON SHANGHAI, Telegraphic Transfer ......724

ON YOROHAMA, T.T...... 4 % prem.

Sovereigns, Bank's Buying Rate ...... \$10.10

Gold Leaf tob fouch, per tael ......52.10

Bank Bills, on demand 1/11 9/16

Credits, 4 months' sight 1/11 15/16

D'ments, 4 months' sight 2/0 1/16

Credits, 4 months' sight .....2.51

Credits, 30 days' sight ......48}

f'rivate 30 days' sight .....nom.

On demand......147

CPIUM QUOTATIONS. Hougkong, 20th June. Old Patna......975

New Benares ......957 per picul. New Malwa ...... 840 ... Old Malwa ......850/80 ,,

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VESSELS IN PORT.

ARETHUSA; American transport, 2,132, Seecombe, 19th June, Manila 15th June,

Ballast .- U. S. Government. AUSTRALIAN, British steamer, 3,000, P. T. Helms, 19th June,-Sydney 25th May, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Dar-

win 6th, Timor 8th, and Manila 15th, General.-Gibb. Livingston & Co. BABRISBERG, German steamer, 1,379, A. Begehmann, rath June, Pussgerolan 6th

June, Sugar. - Butterfield & Swire.

BELGIAN KING, British steamer, 2,170, Thos. Weiss, 13th June,—San Diego via Japan 23rd April, Coal.—Butterfield & Swire. BENLARIC, British steamer, 1,452, Kroble, 14th June,-Bangkok 7th June, Rice.-Bradley

VISITORS AT THE HONGKONG.

Bell, Mr. and Mrs. O. Irving, Mr. E. N.

Allen, Mr. G. W.

Arnold, Mr. H.

Auld, Mr. J. S.

Black, Mr. J.

Arrano, Mr. J. J.

Cailey, Mr. W. S.

Benjamin, Mr. David

Beringer, Mr. F. J. G.

Angus, Mrs.

Andrews, Mr. D. A.

Hotel, ".

Hayland, Mr. F. A.

Howard, Mr. Thos.

Howland, Mr. A. A.

Johansen, Mr. and Mrs.

Jones, Mr. and Mrs.

Joseph, Mr. & Mrs. E. S.

Howes, Mr. C. H.

Huke, Mr. A. N.

Innes, Capt.

Hess, Mr. J. L.

BENLAWERS, British steamer, 1,483, J. D. Sarchet, 18th June,-London 30th April, and Singapore 12th June, General,-Gibb, Livingston & Co.

BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,-Manila 11th April, Cable.—Government.

DEVONSHIRE, British steamer, 2,364, A. Coull, 17th June,-New York 14th April, and Port Said 17th May, Kerosine.—Standard Oil Co. DURE OF FIFE, British steamer, 2,416, J. S.

Cox, 15th June, -- Moji 10th June, Coals. -Dodwell & Co., Ld.

EMPRESS OF INDIA, British steamer, '3,003, O. P. Marshall, R.N.R., 17th June,-Vancouver 27th May, and Shanghai 15th June, Mails and General.—C. P. R. Co. FAUSANG, Britishsteamer, 1,410, A. A. Mitchell, 14th June,-Java 4th June, Sugar.-

Jardine, Matheson & Co. JACOB DIEDERICHSEN, German steamer, 623, A. Ricke, 18th June,-Haiphong 15th June, and Holhow 17th, Rice 2nd General.

-lebsen & Co. KAIFONG, British steamer, 1,024, G. H. Penne-June, General.—Butterfield & Swire.

KATSUYAMA MARU, Japanese steamer, 405, K. Hayashi, 19th June,-Canton 18th June, General.-Tung Kec.

KOH-SI-CHANG, German steamer, 1,291, Leuss, 18th June, -- Bangkok 11th June, Rice. --Butterfield & Swire.

Kumsang, British steamer, 2,078, E. J. Buller, 17th June, -Singapore 12th June, General, -Jardine, Matheson & Co. MARIA VALERIE, Austrian steamer, 2,648, P.

June, General.-Sander, Wieler & Co. MUNCHEN, German steamer, 4,691, Krebs, 28th May,-Caroline Islands 15th May, Ballast.—Melchers & Co.

OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June, -Mororan 4th June, Coal.—Dodwell & Co., Ld. PAKSHAN, British steamer, 1,235, F. E. Ferris, 17th June,-Saigon 12th June, Rice .--Bradley & Co.

PENARTH, British transport, 1,959, W. H. West, 18th June. - New Zealand 13th May, Coal. -Government. POMPEY, American steamer, 785, J. H. Serive-

ner, 21st Mar., - Manila 18th Mar., Coal. -U. S. Navy. RIOJUN MARU, Japanese steamer, 2,979, N. Ohno, 16th June, -Moji 11th June, Coal

and General.-Nippon Yusen Kaisha. ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,-Wei-hai-wei 25th May. SANDAKAN, German steamer, 1,374, A. Brandstetter, 6th /June,-Sandakan 1st June.

Timber and General.—Melchers & Co. SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,-Samarang and Saigon 29th March, Sugar.-Yuen Fat Hong. TAICHIOW, German steamer, 860, W. Reher, 14th June, -Bangkok 5th June, Rice and

Teakwood.-Butterfield & Swire. TAIYUAN, British steamer, 1,459, R. Nelson, 15th June,-Australia via Manila 13th June, General.—Butterfield & Swire. TAKSANG, British steamer, 977, Baker, 16th June,—Bangkok 9th June, and Koh-si-

chang 11th, Rice and General.-Jardine, Matheson & Co. YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 18th June,-Australian Ports and Manila 16th June, General.-Nippon

Yusen Kaisha. YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th June, - Manila 15th June, General.—Jardine, Matheson & Co.

# Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,-Manila 9th May, Ballast.—Order. EVIR J. RAY, American bark, Kaster, 24th

May,-Singapore 27th Mar., Timber.-Sander, Wieler & Co. Wright, Mr. and Mrs. Fulwood, British ship, 1,986, Thomas, 1st Dec. - Cardiff via Cape Town 26th Sept.,

Coal.—Government. HOLLISWOOD, American bark, 1,084; E. M. Knight, 14th June,-Fremantle, W.A. 1rd May, Sandalwood.-Order.

LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,-Port Townsend 28th Dec., General.-Holliday, Wise & Co. MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar., -from New York,

A,O,D,

Oil.—Standard Oil Co. MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals. -E. A. Trading Co. MERCURY, German schooner, 52, Warnes, 23rd Feb.,-Yap 9th Feb., Ballast.-Siemssen

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,--Manila 18th Feb., Ballast.-- Master. SUSSEX, British bark, 1,212, Guthrie, 17th May, -Freemantle 26th Mar., Sandalwood. Master. VIMEIRA, British 4-masted bark, 2,233, D. S.

Millan, 23rd Jan,-New York 3rd Sept, Case Oil.—Order. HIS BRITANNIC MAJESTY'S SHIPS

# ON THE CHINA STATION.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.

Hongkong, June 20th, 1901.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung. Argonaut, 1st-class cruiser, 11,000 tons, 16,500

Astraa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai. Aurora, Ist-class cruiser, 5,600 tons, 8,500 i.h.p.;

12 guns, Capt. E. H. Bayly, C.B., Foochow. Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. War- Navarin, Russian battleship, 10,000 tons, 10 render, Nagasaki. Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 31,411 i.h.p., Capt. Henderson, C.M.G.

Woosung. Bonaventure, 2nd-class Cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home.

Bramble, 1st-class gunbout, 710 tons, 1,300 i.h.p., 6 guns, Lieut, and Comdr. F. M.

Leake, Wuhu. Brisk, 3rd-class cruiser, 1.770 tons, 6 guns,

Wrey, Bart., Hankow. Britomari, Ist-class gunboat, 710 tons, 1,300

Foochaw. Centurion, let-class battleship, 10,500 tons, 14. guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.,

Capt. Wm. C. Pakenham, Hongkong, Dido, and-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai, Endymion, Ist-class cruiser, 7,350 tons, 12,000

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F., Blunt, Chin-

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield,

Goliuth, 1st-classbattleship, 12,950tons, 16guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai. Handy, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., in reserve. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut, and Com.

G. C. Handy. Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, en route Shanghai. Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-Janus, torpedo-boat/destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore. Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson,

Singapore. father, 19th June,-Iloilo and Cebu 16th Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-

Otter, torpedo-boat destroyer, Lieut, and Com. C. P. Mansel, Shanghai, Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p. Comdr. W. H. Nicholson, Tientsin. Pigmy, 1st class gunboat, 755 tons, 6 guns,

1,200 i.h.p., Comdr. J. F. E. Green, S'pore. Berberovich, 16th June, -Singapore 11th Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai. Redpole, 1st-class gunboat, 855 tohs, 6 guns,

1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai. Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore. Sandpiper, British river-gunboat, 2 guns, Lt.,

Comdr. Carr, West River. Snipe, river-gunboat, 85 tons, 2 guns; 140 i.h.p., Lieut, and Commander Oldham, Yangtsze. Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beaty-Pownall, Honkkongs Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong. Tamar, receiving ship, 4,600-tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong. -Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwise, surveying-ship, 620 tons, Lieut. Coindr. Lyne, Manila. Whiting, twin screw, torpedo-boat 'destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr.

Mackenzie, D.S.O., Shanghai. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, river-gunbout, 2 guns, 560 i.h.p., Lieut. Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

# Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai. Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons,

9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaistrin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, en route Saigon. Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, 10 guns,

5,900 tons, 9,755 i.h.p., Capt. V. Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku. Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

## AND JAPAN STATION. The Russian Squadron. Admiral Korniloff, Russian armoured cruiser,

FOREIGN MEN-OF-WAR ON THE CHINA

.5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin. Alsout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki, Bobre, Russian gun-vessel, twin screw, 950 tons,

13 guns, 1,150 h.p., Captain Dobrovolsky, Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p.,

Comdr. Sharon, at Taku. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku: i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt.

Miklashevsky, at Taku. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Olvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain

Coprianoff, at Nagasaki. Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki. Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

5,600 i.h.p., Commander Sir Bourchier Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, 1 Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, | Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. 13,500 h.p., Capt. Haupt, at Port Arthur. Daphne, sloop, 1,14b tons, 8 guns, 2,000 i.h.p., Sevastopol, Russian battleship, 10,900 tons, 13,000 i.h.p., 16 guns, Capt, Meleusky, at

Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Brooklyn, Flagship, U.S. cruiser, 9,215 tons, FORHES, SKERTCHLY for The Hongkong Capt. Capt. C.M. Thomas, Shanghai.

Telegraph Company, Limited, at the Printing i.h.p., 12 gune, Capt. A. W. Paget, Hong. Sissel Veliky, Russian battleship, 10,000 tons,

14 guna, 8,500 i.h.p, Capt. Mollas, at Taku.

Stroutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots. Vladimir Monomach, Russian cruiser, 6,000

tons, 16 guns, Prince Ouchtomsky, at-Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650

h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, Zabiaka, Russian cruiser, 1,230 tons, 20 guns,

2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai. Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4

guns, 970 h.p., 19 knots. Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4

guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai. Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots, Som, Russian torpedo boat, 400, Capt. A.

Giers, at Shanghai. Sterlaid, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Strauss, Russian torpedo bont, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns,

1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff. \* Flagship of Rear-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Recunoff,

# THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Woo-

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000. tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109, tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, en route Shanghai.

\*\*\* Hansa, German cruiser, 0,800 tons, 30 guns, Capt. Paschen, at Woosung. Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai. Iltis, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Sthamer, at Shanghai Irene, German cruiser, 4,200 tons, 8 guns,

2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Capt. Berger, at Pakhoi. Kaiserin Augusta, German cruiser, 6;331 tons, 20 guns, 14,000 plh., Capt. Gülich, at Amoy. \*\* Kurfürst Friedrich Wilhelm, German battleship 10,100 tons, 40 guns, Capt. von

Holzendorif, at Woosung. Lucks, German gunboat, 850 tons, 10 guns, Comdr. D.iehnhardt, at Shanghai. Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow. Secadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Naga-No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai. No. 07, German torpedo-boat, 360 tons, Capt.

Lieut. Püllen, at Shanghai. No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai. \* Flagship of His Excellency Vice-Admiral Bendemann. \*\* Flagship of Rear-Admiral Geissler.

\*\*\* Flagship, Rear-Admiral Kirchhoff. THE FRENCH SQUADRON.

## Alonette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki. Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bachine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki. Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Louel, at

Decides, gunboat, 690 tons, Capt. Maresubette, \* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descaries, 2nd class protected cruiser, 4,000 tons, 36 guns 631 f.h.p., Captain Saulne, at Swatow. Eure, Dispatch-transport, Capt. Vallee, at

Gulchen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai. Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Friant, gunboat, 693 tons, Capt. Adam, at

Kersaint, 3rd class cruiser, 1,300 tons, guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000; i.h.p., Capt. M. Motet, at Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku. Ville D'Alger, . monitor, 944 tons, Captain

Bomessaur, at Hongkong. Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Saigon. \* Flagship of Vice-Admiral Courrejolles.

# THE AMERICAN SQUADRON.

Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hong-

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,

Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 4,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila. Glacier, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Hongkong. Isla de Luzon, U.S. gunboat, 1,330, Comdr. J.

V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Marietta, U.S. gunbont, 1,000 tons, 1,500 i.h.p.; 12 guns, Comdr. E. H. Gheen, at Canton.

fons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,090

Monadnock, U.S. double-turret monitor, 4,000

tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton. Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, en route Home. New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095

h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M.

Miller, U.S.N., at Hongkong, Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong. Yorklown, U.S. gunboat, 1,710 tons, 6 guns,

3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

# THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capi. C. Cantelli, Shanghai. Elba, Italian eruiser, 2,720 tons, Capt. Cocconi,

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shangha. Stromboli, Italian cruiser, 3,800 tons, Captain Vetter Pisani, Italian cruiser, 6,700 tons, Capt.

V. Onofrio, Shanghai.

## BIVER STEAMERS, SCHOONERS, AND'LORCHAS.

Fatshan, British steamer, 1,425, Lossius, -Hongkong, Canton, and Macao Steamboat

Ho-nam, British steamer, 1,377, Il. D. Jones, -- Hongkong, Canton, & Macao Steambont Pawan, British steamer, 1,873, A. N. Patrick .--

Hongkong, Canton, and Macso Steambob;

Hankow, British steamer, 2,252, C. V. Lloyd, --Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain 

Tai-on, British steamer, 728, J. Lawrence,-Tai On Steamship Co. Pak Kong, British'steamer,-Kwong Wan S.S. Kong Nam, British steamer, T. Austin, R.N.R.,

Mongkong and Macao. Heungshan, British steamer, 1,055, Clarke,-Hongkong, Canton and Macac Steamboat Co.

-Chinese Owned

Steambers Co.

Macao and Cauton. Lungshan, British steamer, 141, G. F. Morrison, R.N.R., -Hongkong, Canton and Macao

Kiangtung, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co. Canton and West River,

Lungkiang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steam-City of Whampou, Chinese stgamer, 40,-Ah

Sun Chow, Chinese steamer,-Ah Yon.

Hongkong and West River. Saikong, Bratish steamer, 259, D. Bowie,-Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.

Kwai Lum, British steamer, - Kai Hing & Co. LII, American lorcha. Nanning, British steamer, J. J., Lossius, Hong. kong, Canton and Macao Steamboat Co., -J. M. & Co. and B. & S.

Lorchas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing.

A Mail will close:-

For Canton-Per Honam, to-morrow, the 21st instant, at 7.30 A.M. For Nagasaki, Kobe and Yokohama-Per Yawata Maru, to-morrow, the 21st instant, at

For Moji, Kobe, Yokohama, San Diego and

San Francisco-Per Belgian King, to-morrow, the 21st instant, at II A.M. For Tientsin-Per Nanchang, to-morrow, the gist instant, at fl A.M. For Swatow-Per Hailan, to-morrow, the

21st instant, at II A.M.

For Bangkok-Per Taichiow, to-morrow, the 21st instant, at II A.M. For Macao-Per Heungshan, to-morrow, the 21st instant, at 1.15 P.M. For Shanghai-Per Lycemoon, to-morrow, the 21st instant, at 2 P.M.

For Manila-Per Yuensang, to-morrow, the 21st instant, at 3 P.M. For Canton-Per Fatshan, to-morrow, the 21st instant, at 5 P.M.

For Europe, &c., India, via Tuticorin-Per Parramatia, on Saturday, the 22nd instant, at For Singapore-Per Fausang, on Saturday,

the 22nd instant, at 2 P.M. For Shanghai-Per Whampon, on Saturday, the 22nd instant, at 4 P.M. Printed and Published by ETHELBERT

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